CENTIMETERS



14:1

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A SELECTIVE MICROFILM EDITION PART V (1911–1919)

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The original documents in this edition are from the archives at the Edison National Historic Site at West Orange, New Jersey.

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EDISON GENERAL FILE SERIES

1912

Edison General File Series 1912

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E-12-11	Battery, Storage - Delivery Wagons - General
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E-12-81 E-12-82 E-12-83 E-12-84 E-12-85 E-12-86	Thomas A. Edison, Inc Accounts Tidal Power Visitors Warren County Warehouse Company [not selected] West Orange Laboratory - General West Orange Laboratory - Hutchison, Milier Reese West Orange Laboratory - Hutchison, Milier Reese and Reports to Edison X-Rays [not selected]
E-12-88	V-Lake Line agreement

Edison General File Series 1912. Advertising (E-12-01)

el This folder contains solicitation letters from advertising managers. The selected items relate primarily to the promotion of Edison's alkaline storage battery in electric automobiles. Included are circulars by Converse D. Marsh of the Bates Advertising Co. regarding marketing strategies in Boston.

Approximately 40 percent of the documents, including all of the correspondence with Edison marginalia, have been selected. Among the unselected items are additional circulars by Marsh, solicitation letters from the Exhibitors Advertising Co. and McClure's Magazine, and an appeal from the Glen Ridge Public Schools. BSOS

The Converse D. Marsh Company 15 Spruce St., New York

> May second 1 9 1 2

This is a copy of a letter we are sending the Electric Vehicle Namufacturers not represented in Botton wherein we are enclosing 2 co-operative advertising pages from the Herald and Transcript.

We are enclosing you herewith 2 pages torn respectively from the Herald and Transcript of Boston showing the co-operative advertising page for the Electric Automobile.

Next Saturday and Sunday there will be even more of this advertising.

Thy den't you get representation in Beston, the place where things are being done? As you probably know, the Electric Vohicle business is increasing feater in New England with Beston as a nucleus than in any city in the country. No big business is being done yet but sales are doubled or trebled what they were a year ago and 5 or 6 times what they were in 1010.

We don't claim to scratch the surface yet but we do know that with this co-operative advertising going on we will soon have a fairly big furrow plowed and I predict that in a year from now, Boston will be the control of Electric Automobile activity in the United States.

Yours very truly,

The Converse D. Marsh Company

15 Spruce St., New York

May seventh 1912

This is a copy of a letter we are sending the Electric Vehicle Hanufacturers in the United States.

Mayor Pitagerald of Boston addressed The Electric Vehicle Club a few days ago end he told them, emidst much applause, what Boston was deing in improved street paving. This improvement is a great thing for the Electric Automobile in the streets of Boston although in the subburbs the streets are perhaps averaged better than any other city in America, and the Massachusette highways have been famous ever since the days of the bicycle.

Yours very truly,

CDI: /EG

B.500

THE BATES ADVERTISING COMPANY

CONVERSE D. MARSH
CHARMAN EXECUTIVE COMMITTEE
15 SPRUCE ST. NEW YORK
ENTRANCE TO OFFICE FLOORS 52 STORY

Telephone Numbers 4420 4421 Beekman 4422

May ninth 1912

This is a copy of a letter we are sending the Electric Vchicle Hanufacturers in the United States.

On last Tednesday I read a paper before The Electric Vehicle Club of Boston which had a deeper import attached to it than simply the question of advertising. Yours very truly,

CDM/EG



ILLINOIS ATHLETIC CLUB CHICAGO

The Theirt,

Ree Storage But Adul full proper we last Mr. Thos. A. Edison, Orange,

10 humbors of the strong quarter forms of the year forms of the strong forms of the st My dear Mr. Edicon: I would like very much to have

your opinion of the enclosed.

I have gone into the advertising game, because I think it is a more important Ecrelic field today than any other in the world.

As you may or may not know, I believe your judgment to be practically infallible, and it would help me very materially, if I could learn from you whether the line pursued in this opening fire, strikes the responsive chord.

I expect to be in Chicago for the next two or three months. If you can spare a few moments for the task, I should certainly appreciate a line from you.

P. L. - P.

Very sincerely yours, Jake Falfle

22 West Munor A-

Big Corporations o the Heads America's

With the present the silver side of the Correction between the silver side of the Correction between the silver side of the Correction between the size of the correction between the size of the correction is considered to every hungry cleangegon.

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An important shape has come in the substitute of the property chain shape has considered from the president and intentitions from public seasons to know that more offer confinitely these days—and to know than cut in the open. The same patific which has forced the predicted primaries and the formulo discussion of questions and the formulo discussion of questions that has the conference chained in the public with a conference chained has been dearly to get the has languaged the public with a new taste to be the than the chain of the chain of the chain of the conference chain the support of the public with a new taste to be the the allations and chapped of generalities; it wants the rest forces of things.

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Right? Tell

. Og

Edgar Parker

215 West 23rd Street New York

Business Literature

July 25, 1912.

Jun^{1/30}

Mr. Thos. A. Edison,

Mr. Thos. A. Edison, Orange, N. J.

Dear Sir:-

I am interested in advertising motor trucks and an desirous of assertaining the value of certain mediums for motor truck advertising. I am therefore taking the liberty of asking you a few questions regarding one of these publications, Taleskory.

Motor trucks are bought as a rule by the big officials of concerus and it is therefore essential that we use mediums which are read carefully by these officers.

Therefore if you are a subscriber to this publication still you kindly advise up if it is read by the officials in your company who would have the say with regard to the purchase of motor trucks; also if it is read regularly by those, whether or not they read the advertising pages.

I appreciate that this to a rather unusual request but I trust that you will see your way clear to furnish me the information desired, and I assure you of my appreciation and also that the information will be kept confidential. Thanking you, I am

Very truly yours,

Edgan Parker

P S Are there any other publications which you would suggest in addition or in preference to the one montlomed?

Is there really a market for motor trucks in your field, or is there some reason for not using them in your line?

BBA

THE BATES ADVERTISING COMPANY

CONVERSE D. MARSH
CHAIRMAN EXECUTIVE COMMITTEE
15 SPRUCE ST. NEW YORK
ENTRANCE TO OFFICE PLOORS 5" STORY

Telephone Numbers 4420 4421 Beekman 4422

Thomas A. Edison, Esq.,

Edison Storage Battery Co.,

that we are sending you.

Crange, N. J.

Dear Sir:-

We have today mailed you copy of the Motor Truck Booklet issued by The Edison Electric Illuminating Company. This shows you just one activity of the work in Boston. Within the next six or eight months you will see results in Boston that will surprise you. In the meantime I might call your attention to the fact that no other Electric light Company has yet published a booklet like

Yours very truly,

THE BATES ADVERTISING COMPANY,

Sept. 5, 1912.

- United Samuel Lines

PK:FIR!

P. S. This is a copy of the letter we are sending to all The Electric Vehicle Hammfacturers.

Edison General File Series 1912. Advice (E-12-02)

This folder contains unsolicited correspondence from inventors and others asking for Edison's advice on technical matters or his assistance in improving or promoting inventions. Included are comments by Edison regarding the profits earned by inventors and remarks concerning specific technologies or scientific phenomena such as static and atmospheric electricity. Also included are comments about the work of Swedish scientist Svante Arrhenius and German physicist Hermann von Heimholtz. Some of the letters pertain to consumer demand for refrigeration and, in the aftermath of 1912 Titlario disaster, methods for detecting icebergs in sea water.

Less than 5 percent of the documents have been selected. The unselected items received a perfunctory reply or no answer from Edison.

P. F. MOORE S. WALSH

Moore & Company PLUMBERS, HOT WATER P. O. BOX 112 and STEAM FITTERS St. John's, All James Bo Thomas a Edinon try surprises at this intension on your valuable But six mecenter throws no law, and it is the med of advice without the tains of self interest that reprisone, and I also feel that one of your hrang a lower hing parts and must need and that of I Am a man I 40 Whom pad from mile Call It, in mohanies, and organ will see by the ireland Correspondence and plan, I have been try patent an improved Radinay and Confirm, Meading Mount and Properties I mote them given days then we explain in the proposed improvements lay only in the back action of link 1 and quant 2 17 4 as inclosed Place and asking advise Imdention they would intode and Perfect delails, The follow explains on Plinks. fan the 2 wand only ofthe partner in The above business mot masteing any arrowy derives a fair living from it about 10000 a year vorgen will see I can't afford to wante morney A feel Mum y Coan not what the Proclaim and that they should prive thorow Fig to mouls not most in Prestice althow It had down As in a ser all most midle, I also feel they are clarging me more

the they are and that they should intered the improvement whom in the 123 should lute open the grips without working time and asken me to take a new anders.

Thank his you in anticipation of Rema

[ATTACHMENT/ENCLOSURE]

I hardly know how to account your hellow see good dung your Dutin (Soliciton, Munora Wtrand high-But I am very this, that as a rule of an worder get up anything very weeful it is generaccy stolon - of he havnot Va lot buf money to fight in the Courts he Love Every that If I was in your place. I consider mount another cent in this device Eccem

Elmira, N.Y. Jan, 10, 1912

Subject-

an / 13/12

Your I dea willy good why not correspond with the government or further have a

Scheme for saving lives of miners formand of mune who have a in case of mine explosions. Suffix electric colonists a companion with the Mr. Thos. A. Edison,

For some time past whenever I read of a mine-prophesion, with the attandant loss of life, I always think, why could not many of though lives attandant loss of life, I always think, why could not many of though lives have been saved by use of the following described apparatus.

Place at convenient positions throughout the mine small rooms built of concrete or steel or iron plate of the necessary thickness, and rendered as nearly air tight as possible, into which the men could go in case of accident. These rooms to be connected with the outside world by means of telephone connection, pipes for pumping fresh air to the men, and ventilating the rooms. Probably it would be possible to send liquid food through pipes to those rooms as well. Also some stock of canned goods might be kept in the rooms. Thus the men would be able to exist for some time in comparative safety, until their rescue could be effected, and their whereabouts and condition could be known by means of the telephone.

Personally I am not in position to know the conditions in the mines at such times, and this scheme may not be at all practicable for some good reasons which I am unable to anticipate. If there is any value in it I would be glad to see it carried out in the interest of humanity.

If there is value in the idea as a business proposition for a pattentee or manufacturer I would be glad to profit by it as the originator of the idea, but am in no position to try it out for myself.

I do not really expect an answer to this letter (and I appologize for trespasing on your time etc.) unless you see value in the idea and feel disposed to make reply.

Very respectfully, Davis

#512 Fitch St., Elmira, H.Y.

,

Binghamton N.Y. Jan 15th. 191

Mr Thomas A. Edison My

Menloo Park N.J. for an inventor to to put it when the leave

I hope you will be to me freed an addressing you, but to lot the first and in serious need of advice, and knowing of your wide experience in patent matters and the product of the first and the first and the favor which if granted I adjust you will not be forgotten if I am successful with my inventibility the successful with my inventibility.

I have invented a mut lock, which is an absolute lock, nat a highly ornamental device, but a simple device that locks by obstruction instead of by friction as most inventions of this class do.

My rapers have just been filed in the Patent Office so I cannot describe it yet but will send you full discription later.

My object in writing you is for advice as to the most advantagious manner of marketing my invention, the amount I should expect to get for it & ect. I will state here there is no question as to the efficiency of my device as I have given it a rigid test and the cost of manifacture will be extremely small perhaps one can been mut above the regular cost of same.

The nut can be applied to any bolt without any previous preparation of the bolt so you may base your advice on the assumption that the device is absolutely practical and economical of construction

As a device of this kind is more needed by railroads than any other class of consumers I have conceived the idea of trying to sell the rights to the various rail road corporations at a per mile rate, on their holdings. Thomas A. Edison #2

Rather than sell the patent outright to one company.

Hoping the foregoing information is sufficient for yoy to form an intelligent opinion of my needs.

I will close with a farther assurance that any advice you may be able to give that will assist me in advantagiously disposing of my patent will receive an equitable renumeration.

I remain respectfully yours.

Jan 15-12

Thos.A.Edeson

Orange . N.J.

Dear Sir:

Have you ever investigated the matter of whether there is not a considerable quantity of electricity generated from a steam pipe and ongine while the same is in operation? The writer believes that there is considerable on account of the friction of all the parts mainly made by the friction of the steam. It is possible there is enough of latent electricity in these parts if there was some means of taking same off and putting it into commercial use to be of value.

Junes from the free profession of the second of the second

12 Hord

WILLIAM J. NAYLON

I alink the Murphy Realfy has considerable ment

Romas a. Eson Erg. Orange . m. oproviding nothing better Can be discovered, if it was put in good

Han Sir machinical strapes, talk The etalouille

Mr. Barner an Mr. Murphy have spoken worked up, thoroughly two to out in him More your land men and an unity to the out in his of the or of grandwards of the mappy Education of the of the present of the deadgrand o

I have been paying most of the Mayer recessary to

carry on the work -I from now come to the point, if the rectigion is Disput on the manual, I my presenting the mother to the his and asking

Their co. openation and also Their consent & the bonning money & the m. E. R. Co or the purchase of the Co's

Stock by the Estate. - as an Executor of the Estate and as a large stock Ruesers in the Mr. E. P. C. Dam

placed in Some what , a deleast position . - 3 Thurgon late this bounty to ask is from the EXECUTORS

LORETTO DUFFY MARY T. YATES JAMES P. B. DUFFY WILLIAM J. NAYLON

ESTATE OF WALTER B. DUFFY

I LAKE AVENUE

ROCHESTER, N. Y. Dan . 3 8 191 2

demonstration you have seen you othink the testigion has sufficient must a justify my pleasuring the motter to the livie and unging them to act. — any in gernation your may give used to be also an employmental any our decide.

VBy Sinculy Jas. P. B. Bully

Mr. T. How Edward the fale of up containing Allow me to White for Could it be possible As Invent a life winter to Write Oliver Lease let me Kuno if that Thought is Worth any theing.

Seing / ypounter if you don't mind used so much Othongs Adrise in the OM atter. perhaps they could also I am very bespectfully be used for copyring Adam Stembach Music. do They call for 166 Clafford Road. the Wiggard of all Baltimre Ald, Groculion O take the Liberty To ash you all That. Cleane let me Rivor and give inl

Layung Control Come Time emphis, Tenn., Feb. I. 1912.

Mr. Thomas A. Edison.

Orange. New Jersey.

Sirt-I am writing to you for information. C.

I have filed an application for patent in the fice for a machine, of which the Patent Office ing model in order to enable them to fully and readily understand its And I am enclosing herewi precise operation. ten desription of it, which I would like for you to look over; that is to say, if you have no objections and give me your opinion as to doloring under a chelinowall ita feasibility.

It is very artful in design, and can not be made under ordinary circumstances, as much skill and a great deal of money is required. I have some money, but not enough to carry out my plan, and it is my object in view to get sufficient capital behind me to make the proper experiments, and, for this reason and writing and explaining the matter to you, because I believe that if I can get you to sanction or regard my theory as worthy of attention, Tour ger Quich persons as Mr. Carnegie to defray the expense of experimenting, which is, in my opinion, the only sure way of knowing whether or not it is feasible.

I understand that in 1902 Mr. Carnegie, with a gift of ten million dollars, founded in Washington the Carnegie Institute for Original Research, and that the policy of the Institution is that only those inquiries are aided which give promise of fruit, and in every case the grantee requires to be a man of proved ability. I am not a man of proved ability; but, nevertheless, I entend to ask this Institution for aid any way, and I thought that it would be best for me to first explain matters to you and get you to approve of my plan and I ask you, for this reason, to look over my drawing, etc., and then, if you have any confidence in its feasibility and do not care for me using your name and influence in procuring money to make such experiments; that is, so for as your opinion goes, I would be glad if you

would state the confidence you have in it, in a letter and also give me permission to use the letter to help influence persons to whom I may apply for help. In other words, it is necessary that I furnish positive evidence that the invention is feasible before I can procure financial assistance from any man of intelligence, and if you will send me a certificate which furnishes such evidence that will enable me to convince men, such as Mr. Carnegie, that my views on the subject deserve the carful examination by such exact tests that will enable us to KNOW, not guess, whether or not such a machine is or is not operative, you will do me a great favor. If, on the other hand, you think the invention is feasible and desire to become a joint patentee in the matter; that is, so far as foreign patents are concerned, you may do so if you desire to furnish the required sum yourself for making the experiments, etc. But this, however, does not include the United States patent. I understand that the time in which to file patent applications under the rules of the International agreement has recently been extended to twelve months, which begins to run from the date of filing the United States application, which gives the inventor an opportunity to secure foreign patents on all the countries which are members of the Union, which are: Austria, Hungary, Great Britain, United States, France, Germany, Switzerland, Spain, Belgium, Italy, Netherlands, Dermark, Norway and Sweden, Portugal, Mexico, Servia, Tunis, Brazil, Guatemala, San Domingo, Queensland, Australia, New Zealand, Dutch East Indies, Japan, Cuba, and Dutch West Indies. In the event you should want to take me up on this proposition and become a joint patentee on the foreign patents, please write me what proportion of these patents you would want for this service.

My invention relates to means for making possible the production of perpetual motion, and it consists of a device which is admirably adapted to accomplish the purpose in view. But, nevertheless, it proves a work of time and some difficulty to remove an impression so

Just Seeden Baltimore Delle South Delle Baltimore South My dear Sir Being an authority on extents, I tack you if there is gueh a thing as a sound. prof substance for what suf statues deader sound more this do you know tokere I Could get such information? A prompt reply would be greatly appainted: Thanking you for your trouble in answering. I am, Very truly, W. J. F. Willus-3605 Windsor Mill Rd. Bacturer and. Filmary 3, 1912.

Boots, Shoes and Rubbers For All Mankind

DAYLIGHT SHOE HOUSE

238 WEST FIFTH STREET

FALKENSTEIN'S

BETWEEN ELM AND PLUM

aux 7/16 by lightly Aruching my two distances head cracking sound is heard and insussinisted after clother shock is felt. On the case of coming contact with any hass ware in the house The same crack is hourd a family blueish sport is

Boots, Shoes and Rubbers For All Mankind

BETWEEN ELM AND PLUM

FALKENSTEIN'S DAYLIGHT SHOE HOUSE

238 WEST FIFTH STREET

COLUMBIA BAKING AND BOTTLING CO.,

BAKERS OF BREAD AND CAKES.

BOTTLERS OF ALL KINDS OF SOFT DRINKS.

Mr. Thomas a. Edward, W. V. Tech 22, 1912.

Mr. Thomas a. Edward of sugar light aux property of the property and the property of which we have been an desiron a which we come a large amount in our food stuffs as a hast produced an aid to fermentation for color of our personnet and flarm. I have noticed on several according that when a galvanized see app in threat into a travel of sugar, especially if it be hard, it will produce a light. Thirdly accounts me if this is caused by the frieth of the granula upon the metal or if sugar is electric.

Enclosed you will find stemp for reply.

1604-6th Are.

W. W. Whitehess

ed fond

OFFICE OF TOWN CLERK

14 (M

VOLUNTOWN. CONN. February 29, 192

The Great & Only Thomas A Edison,

Orange, N.J. My Dear Sir:-

You have been at the Rockfeller Instituted and mentioned that they had a dog that was kept on gold storage with his heart out for a certain time and at the time of the writing was apparently as lively as the time of the writing was apparently as lively as the time of the writing was apparently as lively as the time of the writing was apparently as lively as the law of the writing but I can not tell write. I saw it.

Will you please inform me on this; I take great interest in modern science and am very sorry I misplaced that at wrole. Feeling already very much indeptded to you, I sings by hope I shall be the proud owner of an answer from the Tather of Science Thomas A Edison.

Yours most respectfully,

Howard E James.

The Sharm - The Roll of the Specific of the State of the undo Tires was a needful recessity of an invention of an automobile tie for classical volules on an interest that was have been devised to produce an airloo time that would have the scallency of the our RRd presents like but all of them seemed to have failed. yours heely Edward a. Wall do Mrs. Woldz 2011 chyler ave Chicago, SPP

Germantown, Col, Co, My, Mch /2-/2,

Thomas a. Edison. Esq. Jon and In.

of mine who is an all round man in the manufacture of pianow, throughly command much a patent me a player piano, it is unique my simple, and provinced by good judges to be the has desire surplyed, with possible improvements elimination as for as can be former.

The Scientifice american has given it a my from which writer, the surenter is a men of excellent heter "by seperture, but poor, the medo some hoursally man of means to back him financially with factory "by frictitie, he risk financially with factory "by frictitie, he risk for the sure of the sure was the sure of the

not nich to give is up, and gain watering men self. Could you knowly refer him to some one who would back him, he is ambitions and during to make a name. I am a

member of the Rockfeller Family association.

Me include the meathy has unfortunally I am one of the porner members any come do nothing. Where is good money for any in this who will handle it.

With appropria for addressing your, any thanking you in advance for a formath superfrance of point of your point, who are you wis seend me if it your point, who are nice communicate with him personally and seend them to any one you may designate them.

My trafy Tomo,

Ohilly H. Rockfellin,

96 H. W. Runt,

(1-Hand

NAMED BUTCH OIL CO. COIDLE PEANUT AND SETANT OILS

R. D. WINSHIP & COMPANY

DEET AND CANE MOLASSES PACKING HOUSE PRODUCTS COTTON SCED PRODUCTS PEANUT OIL SOUTH STATE STREET

TELEPHONES HARRISON 1210 CODES: A B C STH EBITION CAULE ADDRESS

CHICAGO March 14th, 1912.

es sulphur out

Dear Sir:

Mr. Thomas. A. Edison. Veney fine metallie Capper
Orango. How Jorney. Veney fine metallie Capper
Sir:
by warming the och operating

want to see if you can halp as out in trying to get rid or the Sughinu and load that on the sum of Cotton Seed Oil that I am southing you today under seepaste cover the country of the co

Vith your thorough movidege or electricity.

I seems to see that you could make the collection of the is all right to use, and this is what I want to arrive at its all right to use, and this is what I want to arrive at

If you would like to have a larger sample of Oil I will take great pleasure in sending it to your maken Ca a seed action again

Another thing I would like to ask and that is what simple method could I use to let electricity so through 011. Could I use a transformer attached to an ordinary electric Could I use a transformer attached to an ordinary electric
light fixture, and let the two wires lay in the 0117 Would
that have any action whatever on the 0112 "Could
the transformer of the 0112" "Could
be used under the head of the could
the transformer of the other of the could
the transformer attached to the other of the could be a seen of the other other of the other other of the other o

SOLE ANERICAN AGENTS FOR THE FRANCO DUTCH DIL CO. EDIBLE PEANUT AND DECAME OILS

R. D. WINSHIP & COMPANY

BEET AND CANE NOLASSES
PACKING HOUSE PRODUCTS
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PEANUT OIL

209 SOUTH STATE STREET

TELEPHONES HARRISON 1210
CODES
ROSINSON'S
YOFF'S
A B C STH EDITION
CABLE ADDRESS
"WHEN HIS CACE

CHICAGO

Mr. T.A.E.

#2

If not taking too much of your valuable time, will you please answer as quick as possible.

Yours very truly, R.D.WINSHIP & CO.

1

Descriptor of concerns
The city of new year

Thomas A. Edison, Esq., Llewellyn Park, Orange, N. J. The Wonder A SERIES of just completed by Prof. of · seems to add one more wonder-Magnetized School work to the credit of electricity.

took two sets of fifty chil-dren each, of the same age and a sceneral physical condition, and placed them in two d months, where they carried on their lessons for aix took two sets of fifty chil-

months.

One of these rooms had in its walls wires bearing continuous high frequency alternating currents arranged ofter a system perfected by D'Arsenval, the largest scientist, thus making the room a magnetic state.

Plench streethill, thus making on some imageness. The control of t



The Cin Mengane Whiching Cu.

Sund when we the tank of the work of the w

We understand that in your engineering work you are sometimes interested in new power plants. The writer would like to ask if you have ever seriously considered the first oil engine on the market, which rivals the steam engine in reliability and at the same time for excels any other form of motive power in econ We can point to a record of:

1 B.H.P. with a fuel cost of 1/6th of a cent per hour.

If you would like to have a copy of engineering data, tests, etc showing this economy, kindly advise and it will be sent promptly. Please also state if you wish to receive any interesting literature we publish on the subject from time to time.

Yours very truly,

DE LA VERGNE MACHINE CO.

There are end chemical East none so cheap
or Yet - Innoternitaril there are refrigulation
or Yet - Innoternitaril the construction in the world in
outline the Ice is perfect in the world sea 1920, 1920,
Albany, N.Y., April 229, 1920,
Albany, N.Y., April 229, 1920,
When a cold by Condead Borg 35 bort 50. Welate
world to the Eduklar receivering the union
of the Thomas A. Edison.

Thomas A. Edison.

Dear Sir.

You have done so much to make life more worth living, that I want to write to you about something which you can do to add to your long list of helpful achievements. It is for the housekeeping women that I write. The problem that much concerns them now is the family ice box. It is a necessity, but it also is a nuisance. It drips into a waste pan when that is not running over, either because we forget to empty it on time, or because it has filled faster than usual on account of the weather. Also, it is a damp contraption and might be clied "nasty" at times. Now. why can not you, with your great knowledge of chemistry, invent some sort of a freezing mixture that could be placed daily, or, better yet, two or three times a week, into a receptacle that we could place in the ice compartment of the ice box, and which would give off a dry cold that would take the place of the fast melting wet ice? Of course the mixture would have to be cheap and the container ought not to cost too much, although I think that any woman would be willing to pay reasonably to get such a boon as this artificial cooler wo uld be.

Respectfully yours.

Mrs. Mary Elizabeth Wells.

Maddent according to the Maddent according to

uninfec a so much sout. I do wich you, My E. s. Daughter would make a trip West or investigate the situations of possibilities I believe there is a great Julie improvement over the great function or every one would containly rice who case your Blessel of the work of the whole will all present of the whole Valley is also tree who the whole Valley is also tree. lighted. The would be most happy To entertain you at our Ranch, althour have nothing elegant I feel sure we could make you. comfortable , would love to share the fresh eggs (real hen's eggs) - eream, chickene & butter which me enjoy so much having alway, lived in the city (minu apoles) eneld be invented or word of the the the work when your the Wagne Runer Valley, he will engarly guil and raised, would engarly adopt it there gaining more tame for you , an everlasting benefit for Them selves I do hope you'll give this question due thought a come out & see for your self. Hoping you want think I am entirely (daffy) for taking this liberty in writing to you & that we will

hear you are coming in the near future. I am most semently your (mogen) Marquerite Mac Clatchia medford.

may 6,1912_

The Calassian time ago 9 acti que aome Sorre time ago 9 acti que aome Actibles e e a cultimatir tire 9 have intesta. Ot 90 tentre 9 activitées que activitées e a Activitées e production de l'activitées e production de l'activitées e production de l'activitées e production de l'activitées en l'activitées e l'activitées et l'activitées et l'activitées e l'activitées e l'activitées et l'activitées et

Edward a. Wall_ General Delivery, Chicago,

Cheruse of the state of the sta

Orange, N.J.

Dear Sir:-

A chean device for giving notice of a change

A cheap cevice for giving notice of a change in the temperature of the sea water, indicating the proximity of ice, might I money se contained in a cigar shaped enclosure to be towed astern or a vessel by a wire, somewhat as is now the patent ship's log. The apparatus on the principle of a firmace thermostat and oy means of an electric connection to ring a cell on the bridge when danger was indicated.

seems to me when it is necessary to cut into asphalt parements for the laying of a surway, for instance, it might be done where a trolley or arc light wire was accessible by constructing a metal sleage with sharp V snaped runners the necessary distance apart. These runners to be heated white hot by electricity and drawing the sleage or sleigh slowly over the course, I immgine that the asphalt would be cut down to the concrete below.

Very respectfully yours,

517 W. Gnondaga Street.

le harles Preston

ANTAGORDANIA

AN

Louis H. Seubert, who has recently demonstrated to me his patent ball bearing, says that he called upon you some time ago and that you were considerably impressed with this article.

May I ask you for your general opinion as to the value of this ball bearing, if you remember the incident of his visit, and are you willing to tell me whether or not you consider it worthy of manufacture.

Anything you may be good enough to say I will of course regard as strictly confidential.

Thanking you in advance, I am,

Very truly yours,

Mary in the state of the state

Think you will be interested to know that we are about to become the State printers for the Commonwealth of Massachusetts. Wish some time when you are in Boston you could come and see what has been called the model printing plant of this section.

With best regards, believe me, Yours sincerely,

jmc--f

In mandenty

Dear di: - oct + 10 CC who rely be about the Ke not worker of about the Ke not rely be about the remaining to an amatus) on a telephone experiment of happened to read aberkson's book on now tile and inventions. He asked a hope discount of an invention called the aterphone of perameters much interested in the invention and ried to make one, but owing to the lack of description given by Dieksho of could not make my experiment work. When I started to attend high school, I spent much time

trying to make my aerofhone work because I can take it to school and use it in class

experiment, in the physics class, when the subject of sound is selected.

Perfectly use will in some share moment be so kind to give one a working description on your subspace of give me the mome of

book in which I can lind such a decention. I hanking you many times for your kindness and hoping to hear from you m the near future of umain.

Respectfully yours, Robert Keding. 5 19-35 St., Milwaukee,

Wis.

Dear Sir!

May I submit and idea for your consideration btain energy dirict from coal.

Eake coal to a fine dust, and inject the dust together with compresed air into a motor cylinder. Somewhat in the line of the Dissel Fotor.

yours very respectful.

Vietar Hansen

Bowles, Cal.

P.E.A. Box. 37

MAKINO" ODE: A. B. C. SYN EO.

FRED K. MAKINO

con MOTEL AND NUUANU STOMAY 28th, 1912. HONOLULU, T. H.

P. O BOX 749

Thomas A. Edison, Esq.,

c/o National Phonograph Co.,

Orange, N. J.

Dear Sir:-

Under separate cover please find an electrical device, manufactured in Japan, which can be carried in the pocket.

By pressing one of the button the instrument is used as a search light and by pressing the other button the instrument is used as a cigar lighter.

I have never seen any such device manufactured in America and take the liberty of suggesting that you place some such device on the market. It would certainly have a great sale, especially among those accustomed to use autumobiles.

In case you adopt this suggestion I feel sure that I can depend upon you to make me adequate compensation for the same.

Yours very truly,

All Markon 1 Jewis Market

in blu Day-Caunst sic how can use asserdan Cond -Thomas of Edison Esq great. C. After I left Fort Myers was detained about two weeks in May on The East coast with a fever following a visit to the Everglades. The object of my writing you now is to present you with an idea That asbestos file cord might possibly be of use in your line in connection with electricity. I have been told that

there is an abundance of asherin of longs fisher in the mountains of danger. Any further information on the enlist with he given freely if good with. Some Respectfully Million E. Goods.

CCTABLISHED 1883 Shaber Bros. Co. ac ac HIGHEST GRADE AND RIGHT PRICES Orange M. f from we wir DEar Sir!-Home fin or six years ago guntqued Through in Valley (Thereaudorh) with Othero in an antomobile and when in our little tenn, your car stopped in front of my hime I was thew a loyof right years if ago, and I was looking of aced & aceing your Car aced you Riedly Dointed but to me the dif parts, ina & told you in my chiedis gle that I intended to build a machin and I have the same opinion of building now you eccouraged me and give mil I was ready to build and you much rmender and anned send our the dig ent parts for the machine and lound Then put it up, assemble them, now of you wan neall over whork told

A. G. SHAVER

ESTABLISHED 1883

🗴 🗴 Shaver Bros. Co. 🛦 🛣

PIANOS OF THE HIGHEST GRADE AND RIGHT PRICES



ORGANS
GRAPHOPHONES
AND
EVERYTHING IN MUSIC

W. E. SHAVER

The Quality Music House

Mould be my thankful if

you have help me, my formet to

behar their and mechanically

inclined and method to much hill

be han an auto that had made

you have not forgother myself, Hoping

and that may receive the sory

a letter from yet and the sory

you in advance of accepting jumping

you in advance of accepting jumping

Buth.

I from you an a busy manter tomed add mon, W. Hand

Sole assness of the SHORE PATENTS, and Manufactures of the SCLEROSCOPE
Adopted by all the Coccuments as the First and Only "WORLD STANDARD" Hardness Measur

The Share Instrument & Mfg. Co. 555-57 WEST 22ND STREET

PHONE 3282 CHELSEA

New York July 30, 1912.

Thomas A. Edison, Llewelyn, Orange, N. J.

Degr Sir: Referring to my visit and when you were kind enough to see me at your laboratory, I decided not to ask you the question I had written you about previously, because I ake want you were too busy.

I who somethat embarransed because of the staff of experts that was arrived, considering that the subject was out of your line of liness. So far anth goes however, I was a tate that the biological studies I am interested in any also foreign to my line of business for lum arechanical confines and inventor of the seleroscope which is now universally adopted as the world standard hardness necessite.

Judging from the statements you have made in the Judging from the statements you have made in the press on matters pertaining to belogical subjects I thought at it I could have seen you at your leisure, there would have been a most interesting conversation.

stood in a single direct question.

Setood in a single direct question. I would like to have your opinion as to whether wounded a storage battery current reprinted from one plattot the other, a ponderable current resembling in a sensul way, the one which flows in the nerve sembling first sensul way, the one which flows in the nerve five, so indicated in the clipping from the New York World which I enclose

Also do you repard the current between the said plates to be the same as the current flowing from the anode to the cathode current which I believe to be cherged with ions, so that if the conducting medium could be left out of consideration, there would substantially be a ponderable electric current, the same perhaps as the eminations from radium.

I ask you this question because you evidently have investigated the storage battery science quite thoroughly.

If favored with a reply from you, it would be confidential and would help me a great deal to carry along further this new line of inquiry so that it would become comprehensive enough to permit me to hand some of the work to collaborators who can carry it further and thus give humanity the benefit of it in the

The Shore Instrument & Afg. Co.

PAGE....#₽....

Mr. Thomas A. Edison,

July 30, 1918.

shortest possible time.

It is of course expected that you will go into the matter at your leisure and I am not in any special hurry.

Hoping that I have not bothered you too much already, I seg to remain,

Yours very truly,

[ATTACHMENT/ENCLOSURE]

THE WORLD: SUNDAY, JULY 15, 1906.

Put Hands on Head When You Want to Sleep --- Brain a Storage Battery



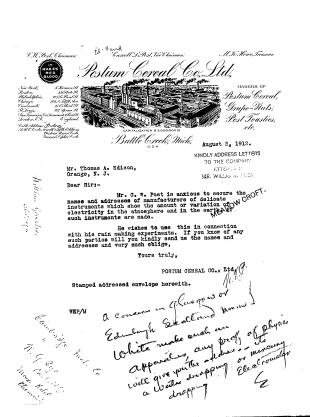
ALBERT F. SHORE

BY ALBERT F. SHORE

Member American Association for the Advancement of Science, Engineer, Scientist and Author Manther described, chancium for the Advancement of States, Section, Section, Section and States, Section and States, Section and States, Section and States and State

it discharged abroptly into the cartle. Forthwith be knew a confineme stream of destrictly come forth. The relation of the look of the transport of the stream a confineme stream of destrictly come forth. The relation of the look of the transport of the and instead of scenling up a late like we very sharply and instead of scenling up a late like we very sharply and the stream of the look of the look of the state of the look of the look of the look of the state of the look of the look of the look of the that them lands connection in smale with the uner-negative host beautiful to the sound that the look of the turnlead in grattle streams, and then it finds it very to the looky.

mediates assignment to attend absorbage. The effect confided in great the terms, and these if this the very three body and the street of the confidence of the terms of the terms of the terms of the confidence to the confidence of the confidence of the confidence to the confidence of the confidence of the confidence to the confidence of the confidence o



Peekskill N.Y. August 23.d. 1912.

Mr. Thos. A. Edison.

Llewellyn, Park.

W. O. Crange. N. J.

MEADOW CROFT.

Dear Sir: -

Excuse the liberty I take, to write to You, w -duced to You, Having heard that You are int it might interest You, to read the enclosed Article, before it is sent to the press, and grant me Your valuable advice on the same

Knowing Your impartiality & straight forwardness, I trust You will not refuse, to give me Your candid opinion, a take these facts I reveal in kind consideration.

Hoping to hear from You, at Your earliest convenience, thus anti--cipating my gratitude, & thanks. We uses

Believe me Leaf Sir: f Yours Respectfully

Crompond Road. c/o. Mrs. Alexander. Sorothy Beloille

Mr.9/mf

Thomas Edisson, Esq.

Moscow. Russia. 14/27 August 1912.

to spine or all appropriate for troubling you with my letter

and taking to them your work.

I have decided to write you, being fond of the work which
is here spoken of walk believing that it can be of some service in

the business that it concerns.

MEAN Special Concerns is described the construction of an apparatus for making excepts of contacts with different periods of separate

To what extent this aim is attained by my apparatus, it is not for me to judge before you but I will tell you only what I have done:

I have arranged an apparatus (photograph of which is enclosed) as per the enclosed plans, for lack of time, with only 11 characters. With it I made a trial of transmission at 18 kilometres. I send you a piece of the tape with the characters received on the receiving apparatus during this transmission (at a speed of 3 characters to the second). The characters on the tape have not come out clear because they were badly made in the model.

I am sending you also a section model of the apparatus, which comprises one key (letter F). As you see, the construction is very simple, - almost all the parts can be made by stamping.

on the 8-th October 1911 (new style) I applied for patent in Russia (without "THE APPLIANCE TO PRESS UPON THE KEYS AT WILL "). -Certificate Nº 49832, 8-th October 1911.

I have not applied for patent anywhere else.

I take the liberty of offering my work for your attention. If you find that this apparatus can be applied practically and if you wish to undertake anything for its realisation then I am entirely at your service.

Here in Russia it is very difficult to carry out anything new as here both official institutions and private persons are accustomed to utilise only what is already known and already tried by others; they have a great distrust of anything new.

I do not wish to trespass further on your time to relate to you any of my other work in this proviance, and in conclusion I again apologise for troubling you.

With best wishes,

with best wishes,
I am, Dear Sir, Yours respectfully chicolai Manusoff

I am a Bulgarian ; I have been in Russia only four years and am employed as an electro-technic,

Adress: Russia, Moscow. Mjasnitzkaja, Nº 50, kv.Nº 14. N. Kapanoff.

If you find it necessary to apply for patent in your country, then please inform me of this, if it is not already too late. (The application, as you know, will only be legal if filed not latter than the 8-th October (new style) of this year). I have already prepared plans and description, which I can send you, together with the necessary testimonial, immediately.

rerhaps it will be interesting to you to have some information with reference to the application of various systems of telegraph apparata here in Russia:

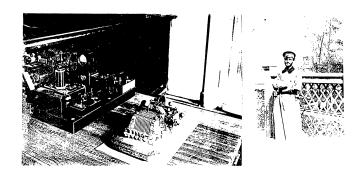
- a) The most widely used is of course apparatus Morse.
- $_{\mbox{\scriptsize b}})$ Weatston's apparatus is used to some extent (more in Siberia, generally in Asiatic Russia).
 - c) The Hughe's apparatus is going out use.
- d) The Bodot apparatus is used in very limited quantities (complete installation of two stations of the "quadruplex Bodot" costs 36000 francs).
 - e) The Murray apparatus is not used.

Generally expensive apparata, which need careful attantion, have no chance of extensive use here in Russia. The majority of Russians have not the ability to apply themselves diligently to mechanism, as the people in your country are accustomed to do (I saw a telegraphist tie his cigarette to the regulator of a Morse apparatus in order to slacken the pace), therefore a simple apparatus similar to that mentioned above would be widely adopted here.

Nicolai Kapanoff

[ATTACHMENT/ENCLOSURE]

[PHOTOCOPY]



FLOYD F. TODD



EYE TESTING SPECIALIST.

lus glid

Forest City, Pa. September 12, 1912.

Mr. Thomas A. Edison,

Rast Orange, N. J.

of my own a many cothers,

Dear Sir:

Thy is it that man requires two eyes so stuated that he may focus them in unison upon edjects looked at, in order to see in relief.

I have discovered the secret of Binocular Vision, and have produced a perfect relief or solidity of effect when viewed with a single eye.

By a certain process or method I can produce a scene upon a view finder, as viewed with one eye, as the trappears out h in a perfect relief or Steroscopic effect.

I have every reason to believe that this effect may be reproduced on the regular moving pictures scene *** upon a single film.

You understand, Mr. Edison, that photographs as well as Moving Pictures are void of relief or solidity of effect. While they have a certain ammount of Perspective -- the true relief as viewed with the eyes naturely or through a secroscope is entirely lost.

They tell me you are always interested in new ideas and discoveries, and if you feel interested in this matter I will be glad to take this up further with you, provided I might be assured of your personal attention.

Yours very truly,

or Flyd F. Todd

FT/TE

TELEPHONE 6451 CONTLANDS

HALBERT P. HILL,

ELECTRICAL ENGINEERS AND MANUFACTURERS

HILL APPARATUS

SYNCHRONOUS HOTORS ROTARY CONVERTERS HIGH POTENTIAL TRANSFORMERS ELECTRICAL SPECIALTIES 30 CHURCH STREET,

Thomas A. Edison Company,

Orange, A. .

·

Gentlemen:

SUPPLIES. THURSO PYTATIC COURSE

Some twelve or fiften years ago, there was marketed a thermo dynamic pile, used or intended to be used by the telegraph companies to do away with primary battery for their local circuits.

This couple or pile was heated on a gas jet, and I understand that your company bought the outfit and took it off the market. I am making some exportments and would like to get one of those couples, if you still have any of them. If you can furnish me with a sample, and advise me ms to the patent condition, and what royalty your company would sak for this equipment.

I appropriate the fact that this datum back ten or twelve years and will have to be referred to several departments for reply, but the matter is quite urgent, and I believe it will pay you to take the matter up, and let me hear from you at your earliest convenience.

I would like to have the following information:

Can you furnish the original outfit as marketed, and at what price? What is the output in capacity, volts and amperes, and at what temperature, or in other words, how many B. T. U's per Watt?

Thomas A. Edison Co.,

Oct. 4th, 1912.

Thanking you in advance for this information, we are,

Yours respectfully,

HALBERT P. HILL, INC.

HPH/EVM.

110

Jetober 25 - 19 2 Day the respect to games Include.

Consider any way of day of the

Jan hondering if for could moent something an instrument In registering the amount of pain. Thave concer of the performs (to narrow hant of the bond from the stomuch). an instrument tregister fram would be of great service in the medical work: Jan a doctor Ishould often have been slad of one Tomo faithfully W. Tugin Thornton

MEADOW CRUFT Vower is original to Expand the whole of the power books Everything Expands in Earbille Il. Mr Thomas a Edison hast Dear Sir-While reading the Popular Electric magazine of november I decided I would ask the favor of you to give me your opinion of the two following questions 1. Is the power of the expan sion of artificial-ine greater than the fower which is required to produce the ice? 2. I the power of the expansion of mercury greater than the forver which is required to reduce it?

Me Eduar this letter may. sum very ignorant to you but I will be very thankful if I could hear your opinion.

Yours Truly

Paul a. Schmidt

Mr.Thomas Edison. Dear Sir.

I expect shortly to issue a "Preliminary report on the Feasibility of an universal Alphabet" After more than a year's careful study of the phonetics of the world's cultured languagesthanks to the facilities offered to me at the Library of Congress by Mr.H Putnam and at the Smithsonian by Mr.Scudder -- I have come to the conclusion that such an alphabet presents no insuperable difficulty and that its vocal fixation and subsequent dissemination belongs properly to your invention -- the graphophone.

It presents no longer any difficulty that should deter us from so necessary a step which is bound to come sooner or later. We certainly do not wish to admit that we are still too uncivilized for such an undertaking. It can be so and it should be so the world over, that a word, written, no matter from what language should leave no question in the mind of the reader as to its proper pronunciation or accent. How is it now? Is there one man in all America whom you would accept as authority on the pronunciation of even the names occurring in a daily newspaper? Tet it can be so. It can be done by having a simple alphabet without discritical marks, except one to point out the accent of that word, but with a letter for every well-defined sound, using the Roman, if you wish, as a basis, since this is gaining the most ground.

I have already been able to arrange the vowel sounds, the most difficult portion therefore, in a scientific and graphic marner, that leaves no doubt behind as to the correct sound of any vowel in question

I now wish to ask the question: Can the graphophone be so altered as to admit readily of setting the same at any particular place or sound and to prolong and repeat that soud at libitum? If this can be done, it will prove the means of a closer union between all the nations of the world and will do more for the World's Feace movement than all the millions in. Carnegie has devoted to that purpose. It can be done, of the 4000 or more existing languages there are less than a hundred cultured languages endowed with a literature, only these require our consideration. Of these only, the sounds collected, fixed by letter and redistributed will form an alphabet for each nation and a complete universal alphabet for each nation's scholars while the graphophone will be the abiding record and the type as the platinum metre in Paris is the type in exact measurement. This means for you a number of graphophones in every nation and their normal schools.

. Hoping that such changes in the graphophone can readily be made, I am

Very respectfully yours

F. L. J. Berthera M. & 1211 G Sta, n.e., Washington, D.C. Ottawa Kansas Car Works

A. C. Battelle, Proprietor

Ottawa, Kausas Nov. 14 1912.

Mr. Thomas A. Edison,

Orange, N.J.

I have heard a a regular telescope a poverful braum of hight braum thrown down or the latt traditions hack to the

Dear Sir: --

Please note carbon copy to some of the Universities hoping to ge

Of course and beyond the shadow of a douby you could solve this problem easily and simply if brought to your attantion and time and inclination to give it a ver

If you have not the time or inclination co Deusting some one most likely to help me?

Yours very truly,

Ed. 8200

Ottawa Kausas Car Works

A. C. Buttelle, Proprietor

Ottawa, Kausus Nov. 23 1912

Mr. Thomas A. Edison,

Orange, N.J.

Exploration of the bottom of bodies of clear water:

Dear Sir:--

Please accept my thanks for your letter of Nov. 19th. in reply to mine of 14th.

If you can possibly remember names of experimenters who saw objects in 120 fest of water at night I would be very much obliged for the information so I can get in touch with them. I have written to all the Universities and Technical Schools to learn what they know on this subject but so far "our letter is the only encouragement I have had to proceed.

Yours very truly,

aesaute,

Say it was on the Lake of Janesa Swelgerland but I Council secondard tokens? Durther we count

the laberate C. A. BRAUN MANUFACTURERS' AGENT TELEPHONE WEST \$160 Gear Sir. I am in search of a manufacturer who will build a special vehicle will your shorage bathery as molive power. I am not a mechanic; I can only furnish detailed suggestions & need the service of a practical designer of manufacturer who will keep the plans search. Could you give me some aid or advice in this matter? The idea is to lave an easy clair on 2 whole, a motor direct on a cele x storage bathery under seat or an back of chair. A small sleering whoel in front with sheering x controlling bar that can be worked with one hand & limited speed. Two local capitalists lave assured me that capital, to form a company x to exploit my idea at

the coming fair in Law Francisco 1915, will be ready when I can bring proof by an expert or

manufaclina

manufacturer that a vehicle of this kind is poesible. I have tried the auderson Elect. Car Co ! behoit. who handle your hatheries exclusively on their cars; also the Thor Motorcycle Co. in Chicago, but both tell use that they are so pressed with orders, they have no time for new business". If they vehicle, what you may call an autolet or an electric clair, is practical at land several hundred will be put in use at the fair, (for him to visitors) to say nothing of the possibility of a steady market for it x I so pope you will be interested enough to give me your abrice. Fear of competition pressuls me form asking any more factories hypothetical

Thanking you in advance for your

very respectfully C. A. Braun

questions.

Kind neply I am

ROSS & MACFARLANE, ARCHITECTS BEAVER HALL HILL MONTREAL

GEORGE A.ROSS A.B.B.A. DAVID II, MACFABLANE Воният И. Масрокало

Thos. A. Edison.

East Orange.

Hew Jersey.

Dear Sir: -

Can you kindly inform me if there is such o thing Anderrigeration by electricity and if so has the process been applied compercially, say for Dairy and Fruit purposes on a small scale or to rafigway of transit.

Any information you can favor me with along this line will be greatly appreciated and thanking you in anticipation.

I remain

Yours respectfully,

Springfield Mass (Mr Thomas Wittel , The Court, wice nal that my, Ideas are valuable. man thirty years of age born here from Tunch parents. There a fail education in both languages. When very young I had a severe sickness baving me with Branchito but although landicat I manage to learn the maskingst trade Non Our Edison Thave several Inventions that I know If produc would be worth thousands of dollars. Wow Som not going to wait for an

answer to this letter before I tell your what Thave got but vill tell you just what my Sideas are because I belive you are an honest man and If my Ideas appeal to you that you will do what is right by me. I have often thought of consulting financial people here but Sam a poor bby and not a great deal of Infuerce and always feared being cheated. but now. I feel that my Edeas should be produce for the benefit of the people whether I should ever derive much benefit from them my self one of my Ideas that I would like to worke on is it Recording Speedodneter for automobiles now this Gredometer will recard the speed of an automobile at any time of the day now this came be accomplish with the aid of a time clock a typewriter and a speedometer this will prevent fag riding running at erress speed and thousands of actident their could be a law pass compelling every automobile owner to Un Edison that is one of the

few Ideas that Thave the others Thave are equally as valuable. Thave an Improve Window lift that will elemenale, the present cast Iron weights and the strings, cheaper and last a life time Talso have an Impeove are light for Electric cars this is a great time money and labor saver Talso have a value for regulating the heat in radiators in large buildings a person wishing the room to beare go degrees of health he will open the valve until it regester's 80. on the dial the room will never get any warmner. I have several others that are equally as good. Wow Mr Elison I believe you can help me a great der . ar peraphs Imfluence some one to help me to develope my I dear If Teould efford it I would go and see you and have a heart to heart talk with you and explain all my Ideas to you

I do not care to become possesson of millions but If my Inventions are warth any thing I would be satisfied to be In a possition to see my felks live their old days In comfort haping you will give my letter your kind consideration and favor me with an early thanking you in advance Gremain yours sincerly Charles archie Lussier P.S alone Teamot produce them I must have help

Edison General File Series 1912. Articles (E-12-03)

This folder contains correspondence requesting Edison to write articles, letters from journalists seeking to interview him, and unsolicited correspondence relating to articles about Edison or his inventions. Many of the letters bear marginalia by Edison. Among the documents for 1912 are Frank W. Taussig's review of Edison, this Life and Inventions in the Quarterly Journal of Economics (August 1912) and a draft letter by Edison to the St. Louis Republic concerning his alkaline storage battery. The correspondents include longtime Edison associate Francis Jehl; Pierre V. R. Key, music critic for the New York World; journalist Edward Marshall; Russian-born writer Ivan Narodny; and A. Ratner, an engineer and publicist in St. Petersburg.

Approximately 30 percent of the documents have been selected. The unselected material consists of items which received a perfunctory response or no reply from Edison.

SCIENTIFIC AMERICAN

MUNN & CO.

K/0

361 Broadway New York:

January 8, 1912.

Mr. Thomas A. Edison,

Orange, N. J.

Dear Sir:-

aus of 3/12

The Scientific American would like to publish a rather complete article on your Concrete Furniture, as soon as you are ready to give it attention. Could you tell us approximately when we could send a man over to got the necessary information?

Munule

Nat friendy



Editorial Rooms.

Washington, D. C. Jan. 20, 1912.

Mr. Thomas A. Edison,

IM 32

Menlo Park, New Jercey.

aw but

Dear Sir:-

SAMUEL GOMPERS, EDITOR.

Would you kindly tell me if anything came of your "automatic stores idea? (Times, May 15, 1910). I liked it. Have you any printed matter on city markets? I am collecting data on the subject, from this country and Europe.

J. W. Syllinain, (Janitant Editor

I put the dea out well a hope that some looky would lake it up-nobady has a when I get time I may put up one

Dery in the same 31, 1/4 2 the stock they dery the same of the sam to have a letter of introduction for this perposes I was told it wasn't. may a rek you the great favores to appoint me a date, when I could have the chance, if it were our provide or not against the rules, for see mr. Edison personally if only for a mame . t ! man Periodicale, to this contraty, for the purpose of writing a vines of wholes about Believe me, dear Fir, faithfully yours social and cultural publiches of Ameri, Frohur Holitycher can life. I would be very glad, if you would kindly write me word five ing a state in the next days, when I could rivit Mr. Edison's Caboratories and The Feeretary the works at bast Orange. toking friends of mr. It. f. Edisons Horks in new york; whether it was necessary at bast . Change, n. J.

cupping in toell notice two men making certain claim The impossion is that you inowered something of his kind serve and love you have the mindness to let are know if and is the fact

[ATTACHMENT/ENCLOSURE]

Ballunos.

THANKS BY PERCEPTORY

I this Committeed the Effective Look searers within him and a selective for themselve of the selection of the selection of the selection to the selection of the selection of the selection of the selection of the selection would be selected on the selection of the constitution array of the service of this constitution array of the selection of the select

[ATTACHMENT/ENCLOSURE]

The Backwing 326 30,12

cents will reduce prices. Amount tupersant element to be considered is the price agreement or the Food Trust."

PROF. R. W. WOOD INVENTED IT
Hopkins Jian Devised Method To
Thaw Fipes By Electricity.
A derire that Mr. Herbert A. Wagner,
vice-president of the Cassolitated fins
Electric Light and Pomer Company, has

sees in the for 1 to fees to 47 experiences in the for 1 to fees to 47 experiences in the physica ni Johns Hogolist blure-estig.

Forfessee Wood and that about 13 years and, while he was feeding at the Unit of the fees of

on which he experimented was a 300-foot service lying, soling into Scator Viller's bome in Medison, Wis. He sitached one wire to the fasted in the brass and another to the street hydrant, turned on about 50 votés and 100 ampieres of direct current and in 10 minutes the pipe has been and in 10 minutes the pipe has been Figuraters, or clared Processor Wood, had

atory," and Professor Weed, "and in three adays the plan was in use in more than 700 to was throughout the Northweet. One high effective organization was the stated or the stated of th

cents as a retaining fee. I thewed to pape for him."

THE ASSOCIATED PRESS NEW YORK

February 29, 1912.

My dear Edison:

I beg to introduce and to commend to you the bearer of this note, Miss Eira Hellberg. This lady comes to me accredited by a very dear friend, Baron Lagerdrantz, who until recently was the Swedish Minister to the United States.

Miss Hellberg is a correspondent for the "Aftenblad," the leading evening newspaper of Stockholm, Sweden. She wants to interview you and give you a little added glory. I know how much you object to this sort of thing; but for my sake waive your modesty for the moment and give Miss Hellberg the opportunity she seeks.

With all good wishes, I am, as ever,

Sincerely your friend, Melville & Stone

Oange, I. J.

Ed Francisco

EDWARD MARSHALL

March 25, 1912.

Dear Mr. Bison:

Your letter said you would be realy for me in "one week or two weeks", but I've been ill. Today was my first whole day out for many weeks. When may I come over?

Sincer

Thomas A. E ison, Esquire, The Edison Laboratory, Orange, New Jersey.

Mr Meadowcuist. Tutematunal Whis who trund to ger data on Jak; for them 1912 Book, but dawn connect up correctly with four, They have sent the enclosed blank, which I have promised to start comet com

BIOGRAPHICAL DATA FOR PUBLICATION EXCLUSIVELY BY THE

PUBLISHING COMPANY, 1158 Broadway, New York City, U.S.A.

International Who's Who is now in all the leading Libraries and Universities of the world, including

ritish Museum, Smithsonian Institution, National Library of France, United States Senate, Royal Library of Ferlin, Imperial Library of Russia, Oxford, Cambridge, Harvard, Yale, Princeton and McGill Universities, Jublic and Carnegie Libraries, etc., etc.
In order to expedite the production of the 30414325 edition of the International Who's Who the Historian repectfully urges the prompt return of the data below requested to as to avoid the possibility of emission of any eligible personage.
rame (in tull) Thomas Alva Edison Protession Inventor
Date of Birth: February 11, 1847. Place of Birth: Milan, Ohio.
Name of Father: Samuel Edison.
Malden Name of Mother: Namey Elliott
Educated—(Names of schools attended, years, etc.)
Only a short time at school, than taken away and educated
by Mother.
Degrees, Titles, It any:
Sected at LHO (1840) Posttom Occupied, Bit. Train neuro bony; carpanisansho; carbon, furbished or fusion and edichibilities of final encoupagement and administration furbaction of furbished and street of the stre
Polities:
Present Hame Address: Glenmont, Llewellyn Pork, Orange, New Jersey.
Present Business Address: Grange, New Jersey.
Enclosed find money order for five dellars or one pound simpenes, sterling, in full payment for one copy of the international Who's Who to be mailed to my home address charges propaid, as seen as people the international Who's Who

CABLE ADDRESS: HISTEGA; NEW YORK

C. W. McMURRAN.

Hr. Thomas A. Edison, Orange, Hem Jersey.

My door Mr. Edison: -

The last time I had of speaking with you was at the conclusion of the Page on opening with you was at the concaunion of the rade the "alderig as you were abbut to go down on the elegant to ask what time this coming week tay I have the pather conference with you in Orange or "then can I must you matter to speak to you about, in commection with mean on the young or the pather of the p

I want to make a suggestion regarding uncapsizable, unsinkable life boats. The fact that they are so cenerally ero cenerally erowded, undiminute life conto. The fact that they are so generally operand, correct how every little opportunity of being effective at all plying care in the rough son, and that their sagin could be occupied by survivore of the passengers. The could be completed to the passengers of the passengers. The could be considered to the could be completed to the could be considered to

type to provided with one of your strongest storage batteries for motive power with a propellor, and that the governmental impedion require that these batteries be releaded or recitive by the analysis and that they be tosted weekly, which could be the or the they be the large up a board and turning on the current without disjunction that life boat from its davits.

I also suggest that you provide for an electric light at the bow of the boat, with another storage battery attachment and that this be a velicy, with another storage battery attachment by marine laws, which light shall only be used in times of the by savine laws, which light shall only be used in times of the by survivore, so that ships coding this garden color of light will know that it means a wrecking party survivore.

I think one of your strongest batteries could furnish Auch a light, with a proper reflector of the very highest power, which would prove absolutely effective and be the means of saving many would prove absolutely entective and be the means of saving such allies. I also recommend that all steamers have one head light at lives. I also recommend that all steamers have one head light at their bows, which shall be the thousand times stronger than the strongest automobile light you see at the present time. Now automobile light you see at the present time. Now automobile the strongest automobile light with the constant and the strongest automobile light. mobiles anomanned state you are at the present case. No auto-mobiles repositived from having these powerful search-lights lit coming through cities, because of their blinding effect, but on the high seas it seems to me that a search light and reflector of the very highest power rould be very effective.

six stations on each side of the ship, equal of the year and year.

All their electric lights were dependent entirely upon the main dyname of this ship, which was as soon put out of commission and "cuch a cut in the main whereas, by my plan, those separate batteries at a cut interest places on each side of the ship would entitle the passengers to get away with the life boats in would entitle the passengers to get away with the life boats in

meet with your approval, that he reversible to an energial hour approval, that he reversible to the the concept at once part Hou 13, THE MODELER TIME. I can eath on you in the ovening fit you have the concept time then than during the day at the know what day or evening next week I can come over Kandy and the know what day or evening next week I can come over the concept time.

for thirty years a resident of Hightstown, where we findly have been known for three generations. I have been answepaper writer, author and world traveller for the past trenty years and have the highest references in the binted States.

Ever praying for your good health, Mr. Edison, and with sentiments of high personal regards and esteem, I remain,

Your New York newspaper friend,

Communan.

[ATTACHMENT/ENCLOSURE]

Tract CODY

Fustorate of the First Eaptist Church at Hightstown, H. J.

June 3, 1911

"o. P. Eaches, D. D.

To Hon. Edward Lauterbach. New York Gity.

Kr. C. V. McAurran writes no that you are personally acquainted with him and asks to to speak of his family and his standing acquainted with him and selfs is to speed of his family and his standing here, where he reddied for thirty gone, are one of our forement of thirms of the model of the forement of the forement of the family of the forement of the family of the forement of the family of McCurren was buried from the Eaptist Church in Highestorm, because it is the inrepot edition here. Er. McCurren's function was the largest in the history of this section for a prival edition. The next substant error in the Nathedist effect his burial he was accorded a life fundly were believed scabers. His Explored Little which of this heat of the history could enter the history was a rich legion paster of this church for the past forty-the year, and can proteamly able to testify to the high testing and unchard of the could be a proteamly able to testify to the high testing and unchard of the high carries of the C. W. Helwigh having know him as a boy chief month of and then high steems. He was a large interaction of active to the court of the course of the court of the court

Er. Mehneren's mother was a pious, devoted christian canna.

woman beloved by all. Yours respectfully,

(Signod) 3. P. Enches

Dr. Enches is the foremost Bible Scholar of the Daptist Denomi-Hote:parties in the top top the state of the capital tender nation in America. His papers and writings are read at international conventions. He is the best known minister in New Jersey and all esteem

Conventions. He is the best known ministers in New Jersey and all esteen him very highly, requireless of denocalizations. The term is the property of the control of the co

[ATTACHMENT/ENCLOSURE]

NEWARK ADVERTISER: THURSDAY, JUNE 8, 1905 ter was abstracted; before ad time-table. Finally he up his deak and Charite WELL-KNOWN IN JERS WELL-KNOWN IN JERSEY. An Afte Appreciative Tribute to Charles W. McMurran by Allan Forman, in a Recent Publication, A LITTL'

CABLE ADDRESS:

AMANA COMESONORY,
SPECIAL WATER,
21 SPRUG STREET,

Mr. Thomas A. Edison, Orange, N.J.

Dear Er.Edison: -

NEW YORK CITY LANGE CONTROL OF THE C

I am in receipt of your valued favor of last week and would certainly have done myself the honor of calling upon you before but for the dreadful Titanic disaster. In working 50 hours with but one hours sloop in my nows paper capacity in the interests of my dear, distinguished and now departed friend and here the Col. John Jacob Ador, I gave up a weeks of your kind mention of the fact that you are usually in your office and call upon you of indeed on call upon you of single and call upon you of single on call the same that we have the same set of your strike and call upon you of single on call the same set of some set of so

The movement I have suggested in my letter to you regarding the Ocean craftel I am pleased they have net with your endorsement. I have not mentioned these matters to anyone but yourself. I see that the United State Government has offered large saums of money for its most improved many for the most improved the form of the control of t

Permit me to trust that you are enjoying your usual good health and may you long live to be a blessing to man kind is the sincere wish of your newspaper friend and adminer.



Thomas a. Edison Esquire Slewellyn Park ! Mauge Sew Terrey My dear Mr Edwar May Dack of you Well span a few moments this need for an whoven on the subject of the Educational places mentioned in the mellored Olypping I appreciate the When When Very traly yours Minote Greeky Suit a great favor-

12-23-11-531

"MOVIES" FOR THE SCHOOLS.

Eddson to Spend \$3,000,000 and \$5 Years to Make Stody Essay, Onaxon, N. J. May 5.—Thomas A. Eddson expects to gone \$1,000,000 and evolve eight years to the work of parting a repertory of celevrational films that will meet the requirements he has set to make the moving picture was to make the moving picture will be set to make the moving picture will be set to make the form of the form of the set of the s

New Panishan Soeders heat nette the Archara Panishan Soeders and Tanana Panishan Shearathan.

Ha toold the New Roughtsdeer than plane Panishan Shearathan Shearathan

The educator said he was sure that the boys who hate school and cannot learn from books could not help before motion processes of the control of the control of the country of the country



EDITORIAL DEPARTMENT—EVENING EDITION.
Pullizer Building, Park Row, N. Y.

Started Through Error

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Mista Reeley - Sunt

May 5 1 1913

of the shell

EDWARD MARSHALL

MAY 1 4 Rect

13th May, 1912.

Thos. A. Edison Esq.,
Edison Laboratory,
Orange, New Jersey.

Dear Mr. Edison,

I am going to come out Monday on the chance

of seeing you for a few moments.

I hope you enjoyed your southern trip very

ch.

Sincerett yours, Warehall

Please force me, coelet, is it wise not so convenient for

you to see me. Ell

Vi W. 1. 31.4. Wile are you at Laboratory to-day.

8.45 a.m.

20 sm

THOMAS B. DONOVAN

A. Edison.
West Orange.
New Jersey, U.S.A.

Theor greatation is manufect

Dear Sir, You may remember that during your visit to Interlaken last summer, you were kind enough to receive me one evening at I now venture to

_your hotel, for the purpose of an interview. address you on a subject of some importance to you and to a wide circle of people in Europe, being assured that my letter will be considered with the same courtesy which I met with personally.

You will probably be surprised to learn that an utterance purporting to have been made by you has been utilised by a combination of Tyrolese hotels and inserted in the daily press as a sensational advertisement. The advertisement reads as follows:

"In my opinion, the Tyrol is the most beautiful country of Europe.

It is absolutely delightful for a motorist to be able to enjoy the magnificent mountain panorama from the splendid roads. -I believe this opinion to be shared by all my countrymen, who, I notice, come in great numbers to the grand Tyrol, which I regard as more beautiful than Switzerland.

What I did say was the Tyrol was the wort beautiful foundry in Europe 15.

I should not have bothered you with this matter, but for the fact that it has been discussed in the press, and the bad taste of comparing the two countries to the disadvantage of the one in an advertisement has been commented upon. The using of your name for such a questionable purpose has also been neverely condemned, and the hoteliers in question have been "held over the coals" for utilising for such an advertisement an utterance made in an interview with the press - or perhaps not made at all.

As a considerable amount of ill feeling has been caused in

Switzerland by this widely spread advertisementhilluding in disperaging terms to this country, the expression from you of your disepproval of its publication would be greatly expreciated.

I should be happy to forward it to the proper guarters. I may mention that the interview you so kindly awarded me was used for purely literary purposes, and not for those of propaganda.

With many apologies for troubling you in the matter, and anticipatory thanks for an early reply.

I beg to remain, dear Sir,

Yours very truly,

Thomas B. Donovan.

Worked Telegram 5/15/2 Edward Marshall -446- W. 23 2 5t., new york City. Will per you at habonatory to morrow, Thos a Baison Sur via W.U. J.Co. 5/15/12 - 8.45 Q.M. 2 telegram pent

THE WESTERN UNION TELEGRAPH COMPANY

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	1.0	EDISON L	BORATOR				
				ORANGE			

Ed-Pen French Mel

EDWARD MARS NEW YORK

anotho

article on disc

My dear Mr. Edison,

You ought not to wait, in announcing the new disc record by means of a newspaper article, for the second particle, and the second particle, which is the second particle, which would with measuring the vibrations, there should be an interesting article, which would prove the second particle, which would particle particle, which would particle particle, which would particle particle particle particle, which would particle particle particle, which would particle particle particle particle, which would particle parti undoubtedly be given space.

Very sincerely yours,

Edward Markhall

Thos. A. Edison Esq., Orange, New Jersey.

EDWARD MARSHALL 46 WEST TWENTY-THIRD STREET 24th May, 191 matter. In what your convenience on the / Inhograph wetter. In the meantime, another matter has your matter has your matter and the matter has your matter and the matter of the createst importance. If you will let me know when you will let have fifteen minutes, I shall be very glad to lay it before you. It will interest you deeply. Very sincerely yours,

My dear Mr. Edison,

Thos. A. Edison Esq., Edison Laboratory, Grange, E. J.

MEADOW CROFT.

Edutor St donis Republic

Penclose an tem from your paper, Languest that the writer read the warpapers. The fattery has been in use for over Three years nearly I may been well as there are twenty railreads propelling Cong Meter were than 3000 vehicles are using them The factored Employed core a thousand went the product is covery from which they have the product is covery for a worth dealy I think? have made good on this proposition. Regarding the power of house, they have been evered already in Hotel.

I have not function the mould for the Experiment in the Country

Gremer I am overworked

Regarding the Consentrating of Fear ores, the experients werd winde for other portion and I have not whatever about them 9 do not abject to being roaded when & deseron it but this little skit

ONAL PRES NEW YORK CITY
HELDIGENCE (O

" Louis 150 Dest. Trispaton excess

Sunday, Ney 12: 111.

Within the last three or four days the health was been marked to the man at 7-20 min and 12 min at 12 mi

It was me

EDWARD MARSHALL 446 WEST TWENTY-THIRD STREET NEW YORK

10th June, 1912.

My dear Mr. Meadoworoft,

I received the book this morning. Thanks very much indeed. I will find out where Mr. Carnegle is today. My autographed edition will be smong my most valued volumes.

very sincerely yours,

W. H. Meadowcreft Esq., The Edison Laboratories, Orange, New Jersey. Ed Out

xo BudapestiÁltalánerVillamerságiPlészvénytársaság.

Sirgónyesim: "Egyenárum. Telefon:3-52,3-63, 3-54. Budglest, June 26th. 1912

Mr. Thomas A. Edison,

Edison Laboratory Orange N.J.

Hut ... Chustura-Hungaru y row a woman helping and ox public a plong hand common give the place that to wran give the place that to wran give the place that to wran give the place that the wrangery to

My dear Mr.Edison:-

One of the largest and best imagerian geomepace, the Pesti Hirlap, have brought out a notice in which you are quited to new said to a reporter of the New York sun, that you saw while here in this pountry, is momen that was voked to an ox in ploushing a field. They report that you saw this woman yoked as described above near the Royal Falace fore in Budapest.

I know that you did not say so to anyone, and know too that no wheres in Hungary are women ever yoked to the plough. I enclose you a lear of the Pesti Hirlap of June 28nd, that contains the accusation, and I have had a German translation made which I enclose also for I know you have men at your office that understand German:

and have taken offence that such a false fact should be circulated in America

In order to satisfy public opinion I think it may be well if you would write a flat contradiction that you never utfored such words and that your idea of the country here has always been expressed otherwise. If you will will best regards to you and yours, I remain. I would need to be letter.

With best regards to you and yours, I remain.

Yours very truly,

Francis Jeac

(Ungerisches Andenken für Edison,-) Leut Meldung unseres New-Yorker Berichterstatters hat jene Nachricht, dass Hofrat Stefan v. Fodor ein kunstvoll ausgestattetes Album für Edison herstellen liess zum Andenken an iene Tage, welche der weltberühmte Amerikaner voriges Jahr in Budapest und Pozsony verbrachte, einigermassen gemischte Gefühle erweckt.-Ein und des andere Budapester Blatt hat an diese Nachricht auch jene Bemerkung gefügt, dass sich an den ausgezeichnet gelungenen Aufnahmen, welche die schönsten Punkte von Pozsony und Budapest zeigen, jedenfalls nicht nur der Meister, sondern auch seine zahlreichen amerikanischen Besucher ergötzen werden.Das ist eben, wovor sich die amerikanischen Ungarn eher fürchten, als dass sie es wünschten. Edison hat sich nämlich, wie wir es in der Nummer vom 2. Jänner 1912 erwähnten, seinerzeit vom Newyork Sun interwievieren lassen bezüglich seiner europäischen Erfahrungen und dammals tischte er dem amerikanischen Publikum zuerst auf,dass :,,die schlechteste Sache, die er auf dieser Welt sah, die Ofner königliche Burg ist "welche jedenfalls im Gedenkalbum enthalten ist und welche deshalb die schlechterbe Sache ist, weil Edison nicht sehr weit von diesem Schatzpalast angeblich eine ins Joch gespannte Frau sah, wie sie mit einem Ochsen zusammen den Pflug zog. Seit damals haben auch andere Blätter geschrieben, dass sich die Hend Edisons immer in eine Feust ballt, wenn er die Ofner königliche Burg erwähnt, letzhin aber, kaum vor einem Monate, hat er im Rehmen eines Interwiew die von ihm angeblich gesehene, ins Joch gespannte ung Frau auch abzeichnen lassen. Wenn wir uns nicht täuschen, prangte die Ofner Burg im Hintergrund des eigentümlichen Bildes. Wie unser Berichterstatter erfährt, erhielt Edison schon mehrere protestirende Briefe in dieser Angelegenheit, doch umsonst. Die ins Joch gespannte ungarische Frau ist ihm zur wehrhaftigen Wehnidee geworden, hievon lässt er nicht nach und hat er hierüber in den letzten Monaten sich mehr geäussert, als über seine letzten

Erfindungen und bei so einer Gelegenheit ist er immer neuereings und neuerdings eufgebrecht gegen ees glänzende königliche Felse des elemensensen zemes und en ermen Lences unter solchen Umständen ist es auf e Sichere zu nehmen, dess Edison entweder eusrelssen wird des Bild der Königlichen Burg aus dem Album, oder aber nur deshalb derinnen behalten wird wenn er desselbe seinen Gästen um den Reportern zeigt)welche letzterer Fell sehr wehrscheinlich ist demit er hinzufügen kann, dass nehe zu diesem Felset so gepflügt wird, dess zen einen Ochsen und eine Freu zusemmen ins Joch spennt.

aulu

SLAVIC - AMERICAN LEAGUE

ART & LITERATURE

IVAN NARODNY.

Jan do not come fust new your to grow NEW YORK TO JULY 9 101 7

Thomas Edison Esq.

Llevelin Park, East Orange-

My dear Mr. Edison-

I have been asked by the New York American and the rest of Hearst's papers, to write an intimate psychologic and philosophic article about your views of life, science, progress, soul and religion, as I have done recently and have begun to do, for the periodicals. With this in view I wish to visit you any time convenient for you, as acon as possible. I hope that you will remember my visit same years ago with my lady friend to you and Mrs. Edison, and I still remember several of your expressions on the philosophic subjects I touched. The interviews, as a rule, are superficial and on timely subjects, but I have taken a different point, and trest them from the subjective point of view. Hoping that you will not refuse my request, I beg to remain

Most sincerely yours

J. Novrodry

THE HAME CONSTRUCTION OF THE PROPERTY OF THE P

Committed on Foreign Affrica House of Regissemptives, Putty Intes Mashistron F. C.

Tipton, Iowa, July 27, Joseph Crawler Land

Mr. Thomas A. Edison,
West Orange, N. J.

Dear Sir:-

I have just read an article entitled, "How Can a Man Keep well and Grow Old." "Thomas A. Edison Tells Why He Is Nover Sick."
By Richard Cole Mewton, M. D.

I am preparing a discourse on the Human Machine and while I should of curse feel at liberty to quote what has been published in your words in the article referred to, I will thank you very much if you are disposed to do so, to send me some observations that may be in your mind on the subject and that you will permit me to quote from you. I could not hope to take any great amount of your valuable time but wild thank you for whatever you are willing to say to me.

Yours very truly,

Pales & Glousing

Tipton Jorra

Ed Arienda

446 WEST TWENTY-THIRD STREET NEW YORK

August Twenty-fith 1912

Dear Mr. Mead owcroft:

Your note of July Twenty-sixth has been pursuing

me about the land and has just caught up with me. I had a very dishonorable and neglectful young sortexpy, who has done many things he shouldn't end left undone many things he should have done. The multings to you for the market copy of "The Boy's Lith of Edison" must have been one of the Letter. I know just that I market, however, and it won't take me long to run through my other copy of the book and mark it. I find lith en mo send it to you but mring it out to you with my own fair hands and wooden lag. me about the land and has just caught up with me. I had

service which you or Mr. Edison may wish to have me do you over there. I shall take in most of the larger cities and to do something for you both or either one of you would not also work. would edd pleasure to the trip.

Since rely yours.

William A. Meadowcroft, Esquire, The Edison Laboratories, Orange, N. J.

Ed- Freender MARCHARL

Menchall I am overewhy) yet when make last 3 we get

[mal]11

September digith, 1912 however to postpone undervises tell Y former way

Dear Mr. Edison:

I just re urned to tom Wednestey a glipty been puried up to my neck in the police som all ever since three is a note from my neck in the police som all ever since three is a note from my neck in the police from Printers' Ink, a very high-class trade publication. Unless you would particularly like to say comething on this topic of the break would particularly like to say comething on this topic of the printers of the best of the break would be helped by a statement of this core in a form of the said would be helped by a statement of this core in a form of the said would be helped by a statement of this core in a core in the said would be helped by a statement of this core in the said would be helped by a statement will all you gara to talk about wonding machines I'll come over also con asthe police trials get started.

By God, the rottenness of this town! I have known before that it was vile, but now how great its true stouch is the Test listening to divers matters at clice Hoa quarters, recombly, it occurred to me that the usefulness of men like you and Justice worf does not stop with the inventions thich you make or the decisions which he gives upon the beach. You are leaven for a Cumm of viciosumess, which, without your earnestness and decency would sink, utterly besogged.

Sincidaly,

Ed-Brograpan

Mr. Edison:

I think this review by Orof. Taussig wike witerest you, and seme of it may presidely annuse. I count agree with who he has suys, but than I'm not a higherour. When you have read it, will you kindly soud it to Mr. Dyon with a request that be return it to T. G. Manhei, Whalandownerff Sept 12/12.

I am glad to say my wife is stree progressing finally

Poto Tem

REVIEWS

DYER AND MARTIN'S LIFE OF EDISON'

Time book deserves the attention of comomists, not only because it throws light on important phases of the economic history of our time, but because, being largely an auto-biography; its may contribute to an undenstanding of the psychology of the inventor and business leader. True, the book is not from Mr. Edisor's year; but it has been written with his sid, and bears formal such as the contribution of the contribution of

stoements minus as very or construction. But a some version. He has been shaded the land board shaded the land to the land to

not only as inventor but as manager.

None the less, one of the first things that impress the reader is that Mr. Edison does not possess, certainly not:

1 2000c, His Life and Sevention. By F.L. Dyer and T. C. Martin. New York: Happer. 1810. Two wals, pp. 1409. 8600.

REVIEWS in the best combination, the qualities that make the ideal organizer of industry. He has drive, the energy of a titan,

an unfaltering persistence, a capacity for enlisting the enthusiasm of his followers; daring, too, and willingness to assume the risks of novel enterprises. But he is not an intuitive calculator, not an adept in financial management nor quick in financial reckoning. In his early days, when the first large lump payment for a successful device was made to him, he thought he might get for it \$3000, possibly \$5000: his breath was taken away when he was offered \$40,000. And the he was then already in business on his own account as electrical engineer and contractor, and indeed had dabbled in undertakings of his own from boyhood, he received from this transaction his first check, and knew so little of business ways that the drawer of the check and the bank teller were able to amuse themselves by paying over to him piles of small bills which he carried home and guarded all night. The next morning the joke was carried no further; the victim was told how to deposit his check and open a bank account (I, 133). At a period considerably later he received by cable an offer of "30,000" for his interest in an invention; he accepted, but it was not until the draft arrived that he learned that he was to receive not 30,000 dollars, but 30,000 pounds sterling (I, 185). At still another time he was offered \$100,000 for an invention, and accepted; but, wishing to be assured of a settled income for a period in the future, stipulated that the sum was to be paid in instalments of \$6000 a year spread over 17 years; a mode of payment which was, of course, agreed to with alacrity by the other party. A second offer of \$100,000, for another invention, was shortly after accepted on the like stipulation, and with the same ignorance of the pecuniary worth of deferred payments (I, 180, 183). There are abundant other indications through these volumes that book-keeping and accounting were neglected by Mr. Edison and were not readily understood by him. (See, for example, I, 135.) If he prosecuted his enterprises to financial success,

it was because his other qualities made that of pecuniary

accuracy negligible.

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On the other hand, it cannot be said that money has been indifferent to Mr. Edison, or that his energies have been applied without influence from the money-making ambition. His first patent (1869) was for a vote-recorder; its fate is interesting in more ways than one.

The purpose of this particular device was to permit a vote in the Noticeal House of Representatives to be them in aminot or a complete list being furnished of all members voting on the two sides of any question. Mr. Effices in recolling the deromatance, agar: "The invention when completed was taken to Washington. The complete of the complete of the complete of the complete, and the view of the complete of the complete, and the residue how quickly and perfectly it worked, said: "Young man, if there is any invention on earth that we do with the Coping in this complete of the complete of the complete, and the title of the present of the complete of the complete of the said of the present of the complete of the complete of the world revents. It's "P. D. D. U-102."

His biographers remark elsewhere: -

From the time of hyphod, when he first began to roll against the world, his common's instinction were after and preclaminated in almost all of the enterprises that he set in motion. This characteristic trials had goon storager as ho mattern, having recoving, as it did, fresh impetes and strength from his one layer in the case of the character of the control of the character of the character of the code of his version because of the character of the control of the character of the c

It is to be noted, also, that he seems to have been immensely concerned with keeping his intentions secret until be had secured the protection of the Patent Office (I, 273).

Mr. Edison's pecuniary career has been checkered. He made a fortune in connection with the ineandescent light,—the not from the patents, but from connected manufacturing enterprises (II, 661, note). He lost everything in the magnetic iron ore venture, as is noted below; and he became rich again from sundry inventions and enterprises

REVIEWS

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of later date, — cement-making, talking-machines, moving picture-machines, and so on. I quote again: —

All his life he has had a great deal to do with finance and commerce, and a cen colosa at the magnitude of the vast infonstrict he has helped to create, it would not be at all unreasonable to creet him to be some (the multi-unlikensive. That he is not in expect him to be some (the multi-unlikensive. That he is not in himself the first to denist. Those qualities may not be amishle, but great would is hardly ever accumulated without them, the property of the superior of the contract of the contract of the great opportunities for greating real. If this start declarations of the great opportunities for greating real. If this start declarations illustrated in some of the incidents marrated, one or two stories are available to emphasize the point. (P. 61).

One of the stories address! relates to a loan requested from the City Bank in New York, and not granted. The president said to Mr. Edison, "What you want is a partner?", as an intimation of a design to got an illegitimate for of his gains. Whether or no the remark was sinister, it seems to have had it sutfatication. There is abundant indication that he was an creatic person in bosiness matter; and he Boulton.

Boution. Similar incores exterprise (neurated in chapter IX) Marchael and only the up and drown of his preculiery causer, but the pirit in which he took hold of his ventures. He conscived the iden that the vast deposits of hor grade magnetic inco-nes in the Eastern region could be profitably utilized in competition with the Labe Superior cere. He willinged in competition with the Labe Superior cere site of rock containing only see-fifth to one-fourth magnetic iron "— and proceeded to tear down the monatain, grain the rock to provider, and extract the iron. The venture was conducted with centrolling-up enableings of the order of the containing and the rock to provider, and extract the iron. The venture was conducted with centrolling-up enableings of the order of the containing of the containing and the size of the size creating mentions; of the order of the containing of the containing and the size of the

transportation and smelding. Doubtless, there is no reason for discounting which is said in these pages about the investtive and organizing genius shown. But a commercial failure the enterprise old prove. Possibly the explanation lies, as the hiegraphens state, in the unexpected cheapness of the comprising class Superior eres; and it may be talk in the future the Eastern ores will again be utilized on Mr. Editor's plans. But the fast remains that in this case the inventor was his own backer, embarked his entire fortune, and lost exervishing.

None the leas, the spirit in which this very enterprise was pushed, and the failure finally excepted, shows that money-making was not the only thing that stirred the man. He lost in the venture the fortune of a couple of millions which he had made from the electrical ventures afterwards consolidated in the General Electric Company. He was immensely interested in the technical problems of the over the contract of the contract o

We got a New York newspaper, and I called his attention to the quotation of that day on General Electric Mr. Elizion then naked: "If I had n't sold any of mine, what would it be worth today?" and after some figuring ir replict: "Over four million dellars." When Mr. Elition is thinking seriously over a problem is in the habit of pulling his right cycbrow, which he did now for fifteen or twenty seconds. Then his face lighted up, and he mad; "Well, it was all gone, but we had a held of a good time spending

On the psychological issue, the verifict on the whole seems to be, not proven. Obviously the man's verifically possessed by an institute of weekmanship or continuance; just an others are possessed by the institute of rythum, or of cembrat, or of the curiosity of science. It is clear that the low or of distinction and the more material self-expansing motives have also moved him. What has been the share of the two sets of smotive forces in bringing into this subtreventual seems impossible to say. Doubtlees he could not say himself. The provelopicists are able to do a more of the synthesis.

us than commerate and classify, with more or less uncertainty, the human institute. They can assure us only that the lows of wealth is no simple thing, but very complex; and that man is moved in his instatted effort by a variety of the comparation of the compa

F. W. TAUSSIG.

HARVARD UNIVERSITY.

2009/15 TEXHAKO.

DedakmaporUsdameno veypnana "Dacysra Mexnuka" (wush. bo shmakpo 1909 r) Инжеонуръ-Техначаго Я. Гатнезросто в

Universepo-Mexenasaro II, Samuegararea C-Temepotypiro, Yuphahangeropolika Universepolikangumennus menunia mekawannangan ^{Mang}ungkan dan menunia mekawannangan menunikan menunikan menunikan

A. Ratner, Dight. Jng. Hemmsyeber da Stidintes "Dessiny Fechnikas"s visien, wie (Des Technikas Musik, nichten seh Ottakas hößbarden) Technikas Musik, Zeskumunja "St^{ool}ten (1984).

Mr. Momas Alva Edison

Hewellyn Park

MEADOW COOF!
St. Petersing, September 11/24-th 1910.

Mea address:

Dear Sir,

white-

Hoping you resulve regularly by little immains journal I am mending to you and in which I have had the pleasure to put in 1910 your phategraph, that you be kindly sent to be will your estreased letter of Sept. 22.10 Prom the laboratory of you), I beg you to favour so which meanthing that has reference to your mark, that is is accreation with your boroured rake and that I made publish in my moment magazine, which I am editing the Jayour, writing myself absent all the articles. It does not give goin, though I have 1000 subscribers, which has work Halls.—, but I love at work and have if ready lost during the 25 years a large sum. I have get good references and will finish the edition after the end of the year. I am one of the best technical trunclators in 6th Petersham; and as working in one of the best technical structures. "Kaupe & Tschekeloff" during 19 years.
I as a consulting-enginer in technical advertisements and any offer joited by the Singer Co to give compiliations in publishing puffings etc."

Perhaps you would be so kind to send me a look with a null description of your inventions or your life, which I will than translate into Bussian largage and publish it.

I hope you will not consider be obtrusive. I esteen you get your work.

Your photo is always standing se before me or so table. By sunding soythin
of the above said
you will in rose relation help me.

MEADON WYSTE PENNSYLVANIA
Dear sir:

The Saturator Noveming Post desires to obtain an interview from thr. Eddson in requirement of the property of the development of the development of backward children.

Will you kindly see if you can arrange such an interview?

By hushand - Honry Deach Boodhes who is accurated to introvive big folk, tolks me that I must say occathing about specif, so that you will know when to say post. I have had quick to the control of the

Hoping to hear favorably from you soon, Cordially yours, Mary Master Mildham (Ers. Honry B. Beedham)

The Sioux City Daily News

Sioux City, Ic., October 10, 1912.

Thomas A. Edison.

Menlo Park, N. J.

Dear Sir:

I MM attach a copy of a jingle which is one of a series which has been appearing daily in the New York Globe, the Chicago News, the Philadelphia Bulletin and a number of other papers that are affiliated with the Associated Newspapers, a syndicate with offices in the Singer Building, New XMW York. The stuff is written purely in a spirit of fun, and the author trusts to the good nature of the subjects to accept it in that light. I am asking each of said subjects to autograph his particular verse as a personal favor to me, and I enclose a slip for that purpose. I thank you now for whatever kindness you may see fit to show me in this connection.

Sioux City, Io.

Introducing You to Famous Individuals

By John W. Carey.



Who plugs some twenty hours b a day-(Skidoo, you Busy Iz!)inventing this and also that-of Menlo Park, the viz? Who says the sleep game's overplayed-and T all that sort of stuff-for any man enough? Who'd have us lie on mean big doings for his incandes Tom Edison's the man.

319 5th St., Sigux City, Ia.





Thomas A. Edison, West Crange, N.J.

Hoo's Hoo.

By John W. Carey.
Who plears some twenty hours a day
—Biblideo, you Busy In:)—inventing this
and into that—of Menlo Park: the wir?
Who says the skeep games averplayed
—and all their sort of stuff—for any
nan four sould hours in hed is quite
enough? Whod have us in on concrete
cough, sinchestos sheets, and such that



drariy love, no doubt, to keep the world awake all night, as that would mean big doings for his incundescent the Who gave us the phonograph—ye ragtime in the can—but rain is otherwise.

Thomas al Edwon_

Telegraph and Telephone Age

PUBLISHED ON THE FIRST AND SIXTEENTH OF EACH MONTH.

FOUNDED IN 1883.

A Semi-Monthly Journal Devoted to Commercial and Railway Telegraph, Telephone and Submarine Cable Interests and Railo-Telegraphy.

J. B. TALTAVALL,

253 BROADWAY,

PUBLISHER:

New York, October 17, 1912.

Mr. W. H. Meadowcroft, Edison Laboratory, West Orange,

Dear Mr. Meadowcroft:-

The enclosed copy of a letter mailed today to Hr.

E. N. Huddon explains itself. In case Mr. Huddon is not in town, we thought it best to send the copy to you.

We would like to receive the Mison message Saturday morning. All Hr. Mison need say is something like the following: "Greeting to the Old Time Telegraphers" and Historical Association and the Hembers of the United States Military Telegraph Corps assembled in reunion at Jackson-ville, "etc., etc.

Mayor Jordan of Jacksonville would greatly appreciate a message to be read at the banquet and General Manager Belvidere Brooks of the Western Union Telegraph Company, Hew York has detailed an operator to look after the New York end of the Jacksonville special wire on this occasion to handle Nr. Edison's message as well as others from Andrew Carnegie, Theo. N. Vail, Ool, R. C. Clowry and others.

Awaiting your valued favors, we are,

ours very truly,
3. Tattavall,

Publisher

October 17, 1912.

Mr. E. E. Hudson, c/o Thos. A. Edison, Inc., West Orange, N. J.

Dear Mr. Hudson:-

The President of the Old Time Tolegraphers' and Historical Association, Hen. W. S. Jordan, Hayor of Jacksonville, Pla., desires me to get from Mr. Thos. A. Edison, a reply to a message of welcome that will be sent to him on the night of the bunquet at Jacksonville, which will occur next Thursday. The Old Time Tolegraphers' and Historical Association, will meet at Jacksonville next week. Will you kindly have the message of greeting from Mr. Edison propared in advance and send it to me and we will place it in charge of the proper party in New York who will be custodian of the serveral similar messages until the night of the banquet when they will be sent over a special wire to Jacksonville to be read during the progress of the banquet by Mayor Jordan.

Kindly give this matter your promptlattention as the writer will leave for Jacksonville on Saturday, and oblige,

Yours very truly.

Publisher.

TRT-EK

P. S .--- To make sure of securing something from Mr. Edison, We have forwarded a copy of this letter to Mr. W. H. Meadow croft. July To

Mr. W. H. Meadowcroft.

Telegraph and Telephone Age

PUBLISHED ON THE FIRST AND SIXTEENTH OF EACH MONTH.
FOUNDED IN 1893.
A Semi-Monthly Journal Devoted to Commercial and Railway

A Semi-Monthly Journal Devoted to Commercial and Railwi Telegraph, Telephone and Submarine Cable Interests and Radio-Telegraphy.

J. B. TALTAVALL, Publishes. 253 BROADWAY,

New York, Oct. 31,1912.

Dear Mr. Meadoworoft: -

In reply to attached, the matter of Mr. Edison's twlegrom was attended to on the opecial wire to the banquet hall. The mesonge reached us from New York, signed by Mr. Kalsen. The Joseph William of the grathest success of all the Old Time Telestuplers Conventions of Far held.

Thanking you for your kindness in the matter and with best wishes, we are,

Yours very truly,

Dublisher.

jbt/jos.

Callo Address "Edisons New York"

Trom the Laboratory Thomas A. Edison, Grange, N.J. oct. 30/12

Mr. J. B. Taltaval, 253 Broadway, New York City.

Deer Mr. Taltavall:-

It just occurred to me that I have not written to you to confirm the telephone message which I sent to your office in regard to the matter of a message from Mr. Edison to the "Old Time" Telegraphers.

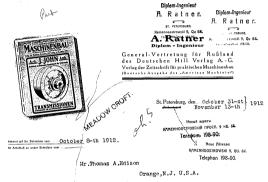
At the time your letter was received, Mr. Edison's motherinlaw had just died, and he went to Akron, Ohio to the funeral service and did not got back for several days. Of course, this upset everything and, therefore, the special telegraph message could not be arranged for.

I told your secretary over the telephone that Mr. Edison had previously written Mayor Jordon in response to his invitation, and in the latter had sent his greetings to the members of the Association.

> I trust all this was thoroughly understood. Yours very truly.

WHM/ES

Wyfelleavour of 13



Dear Sir:-

I have received in good state the four photos and the description of your XX Gentury Suburban Residence, which you were extremely kird to send me.I will transform it in Russian language and I am sure it will be of great interest for my readers. From the above you can see that I am the organization of the "American Machinist". I esteem very much the editor of it. Kr. John Hill, of whom I had so much facard from the Marager of the Pheumatic Toel Co. in this town, kr. John K. Lencke. This man cause about 11-12 years ago from your land and was the first, who introduced here the pneumatic Tools and erected a plant for making them. I believe that even at present nobody else is able to make these tools here. In winter 1908 Mr. John K. Lencke made his usual trip to U.s.A and then he brough to me a photo of you. Mr. John Hill was then kind enough to send me a book with the National Songs of America. It was my desire to know the words of the song Kranke Boodle*, because nobody here could me tell them. Now I am

satisfied.

Please, receive my deepthanks for your kindness. I have a little tooklet with the thoughts of Carlyle and there is at the end written: "A friendly thought is the purest gift that man can afford to man."

I will send the copies with the article registered.

Very sincerely yours



The Russian worker

TELEPHONE 4358 JOHN CABLE GUEMONTA

GILBERT H. MONTAGUE COUNSELLOR AT LAW 40 WALL STREET MEADOW CROFT.

November 18th,1912.

My dear Mr. Edison:-

On Movember 2nd I wrote Mr. Dyer stating that
the editor of Lealis's Weekly, with whom I had recently
been conferring, was planning an Inventors' Number; and that
his art editor had suggested a frontispiece showing a bust
of yourself in a Hall of Fame, surrounded by medallions
representing famous inventors; and that a signed article
from yourself was desired. Since most of the articles were to
be directed generally against the ponding Oldfield hill,
something on this line was particularly desired from you.
Mr. Dyer suggested that I combine several paragraphs of
your letter to the Patent Commuttee into an article of
moderate size and send it to you or to him for final

approval. Accordingly, I have combined several paragraphs of your letter into an article of such length as the magazine can use, and I was submitting it herewith. If it is satisfactory, will you kindly write me, authorizing the printing of this article in Leslie's Weekly over your facsimile signature; and may I trouble you to write your mass upon a separate slip of paper so that it may be reproduced for publication?

With regards, I am,

very truly yours,

Thomas A. Edison, Esq., c/o Thos. A. Edison, Inc., Orange, N.J. sploud Ner- storen

enclosure:

ELEPHONE 4358 JOHN CABLE "GUEMONTA"

GILBERT H. MONTAGUE COUNSELLOR AT LAW 40 WALL STREET NEW YORK

November 18th, 1912.

My dear Mr. Dyer:-

Herewith I hand you a copy of a letter and proposed article which I am today sending direct to Mr. Thomas A. Edison, pursuant to the suggestion contained in your recent letter.

As the time is rather pressing, I will thank you for any assistance which you can give in expediting the matter.

Vary truly yours,

Frank L. Dyer, Baq.,
Pragident, Thomas A. Edison, Inc.,
Orunge, F.J.



November 22, 1912,

Mr. Wm. H. Meadowaroft,

Dear Sir:

Thomas A. Edison Libratory,
Orange, N. J.

I am pleased to know that Mr. Edison was interested in the story you mention, published in last Sunday's World. I will take great pleasure in meeting Mr. Edison it it is convenient for him to see me some morning the latter part of next week of the week after.

Very truly yours,

P. V. R. K. -A. L. S

Mr. Edison: 9 and meets 9
Mr. Edison: 9 and meets 9
Mr. Edison: 9 and meets 9
Mr. Edison: 9 meets 9
Mr. Edison: 9 meets 9
Mr. Edison: 9 and meets 9

NEW YORK

Mr. Edward House of h

November 23rd, 1912

My dear Mr. Edison:-

On November 18th, 1912 I wrote you regarding the article which is desired for publication in Leslie's Weekly; but I have not yet received a response from you. As the time is rather pressing, I take the liberty to remind you about the matter.

With regards, I am,

Very truly yours,

Thomas A. Edison, Esq., Orange, N.J.



EDITORIAL ROOMS. Bullitree Building, Park Row, N.

Mr. W.H. Meadoweroft. Assistant to Thomas A Edison. Edison Laboratories.

my appreciation of his courtestes to me when I visite himsin orange and for the knowledge he gave me.

In discussing mattern there was an experience of the courtest of the co felt that there was so much Mr. Edison said that is wholly new any which, as we both know, presents facts of deep interest if say were presented in an entertaining manner.

In short: I should like to the same and the same and

In short: I should like to write a special artical for the new magazine of The World, concerning those musical investigan or which Mr. Edicards manualan with for the new magazine of the world, contestining on one employed pythations on which Mr. Edison's marvelous mind is now employed pyth

I should, likewise like to prepare an articlephor The Saturday Evening Post--to which I ama regular contributor -- all of which calls for more information concerning the Scientific side where we will be supported by the Scientific side with the scientific side of which will be supported factoring to make an important factor in the development of the people's artistic understanding of music.

Any material I write will, of course, be available for Mr. Edison's scrutiny before being published.

forwarding two copies of recent issues of The Saturday Evening Post, in which will be found two installments of a feature is were called: The Inside of the Singing Game. I am sending it that you may be have a better idea of how insulates such an article and being the control of the state of the Singing Game. I are sending it that you may be atticles, and control of the state of the send of the state of the send of the state of the send in the feat to related in the Post torices—for they deal essentially with facts.

Assuring you of my consideration of your kindness to me when I was in Orange and with my sincere compliments to your distinguished chief, I am,

May I again call on Mr. Edisogand if so when?

Peirce V. R. Ley

Men Both MeADOWOOD The Comment of th

Thomas A. Edison, Esq., Valley Road, Vest Orange, N. J.

Dear Mr. Edison: -

Hr. Hearst has suggested to me that perhaps you would be willing to opere a few minutes to let us have a message from you to our 2,000,000 Sunday readers. He feels as I do that there is no original could so clearly and so authoritatively bring before the people the possibilities of the next ten years in the light of the discoveries and advances of the year which is just closing. I don't mean by this, nor does in. Hearst mean, any ironclad predictions, but a broad analysis of what is likely to happen along the following lives:

The development of the moving picture in our business, social and eddontional life. The moving picture is now being used to bring to peoples minds lessons in hygiene, in efficiency and in morality. I have, by the may, some very excellent still photographs from the Edison Company for another feature along these lines, but which will not militate with anything that you may say.

RECONDLY: In the production of energy. Goal is rapidly disappearing, and what will take its place when the supply gives out?

THIRDLY: The Food supply. We are still dependent

New Hork American

T.A.E... #2.

upon the slow processes of nature as middleman. Fill we ever be able to extract our food directly from the elements in the earth or in the air?

poursy: Education: We have never specialized in the education of children, and this is the age of specialists. Perhaps the moving pictures and the phonograph may be great factors in this development.

plyWi: In the care of the body. In the light of br. Carrel's experiments, will acience be while to confer actual earthly immortality upon man by presenting him with healthy bits of machinery every time the old pieces run out?

This is necessarily a very brief outline.

We feel that such an interview with you would be the means of making hundreds of thousands think a little hetand ter, awaken others to the possibilities around them.

There is no scientist, it seem to us, whose words would have so great a carrying power in American as yourself, and, at the same time, there is no medium so great as ours to carry what you have to say.

Very truly yours,

M. Goddard



Pulltzer Building, Park Row. MEADOW CROFT.

Mr. William H. Meadowcroft, Assistant to Thomas A Edison, Orange .N.J.,

Dear Mr. Meadowcroft:

I have your communication of the 12th. which Mr. Edison conveys through you his wish to wait until February before going at length into The Scientific Side of Music.

In so far as preparing a broad and comprehensive special article, such as this title indicates, I can readily see that Mr. Edison would wish to wait until he is properly "primed." But I sincerely trust nebbjection will be made to The World printing a story in its Sunday Magzine section on :How Edison Puts the Tape Meadure on Singing Voices and Rates them according to a Scale of 100.Percentage!

We have made preparations to run this article shortly and the story, in point of fact, is already written. I hope Mr. Meadoworoft, that Mr. Edison will offer no objections hope Mr. Meadowcroft, that Mr. Edison will offer no objections for there will be nothing appearing that can in any way operate to his annoyance.

A further reason why he should offer no objec-A rurner reason way me should offer no objec-tions to our using this story is the publication, in the last issue of Musical America, an article in which Mr. Edison is quoted and in which certain material I purpose using is already in print.

I will forward the manuscript of the article I have prepared for The World to you for Mr. Edison's inspection and any suggestions he may care to make for eliminations or additions.

As for The Scientific Side of Music story--which we can make of country-wide importance and deep human interest -- I would be greatly helped if Mr. Edison would permit me to go over certain matters with him some time in January. That will give me time to write the article--which will require much care and considerable. Mate-so it can be considered for editorial consideration by The Saturday Evening Post at a date enturial consumeration by the Saturday Evening Post at a date permitting possible publication in March; for , as you probably know, this magazine "makes up" several weeks in advance of printed day of issue.

Incidentally, I have some valuable information concerning vocal art science to impart to Mr.Edison, which he may find of use. With kind regards, I am,

Very truly yours, Pierret. R. Key.

Mr. Edison : Dec 23/12

[ATTACHMENT/ENCLOSURE]

0-10-12--5M



Dec. 22, 1912.

Mr. William H. Meadowcroft, Assitant to Thomas A. Edison, Orange, N.J.,

Dear Mr. Meadowcroft:-

Thank you and Mr. Edison for your courtesy in O.K.-ing the copy of the suggested story for the Magdae Section of The World. We appreciate it.

All we need now is a bit of information to give the article more weight and interest-that being HOW Mr. Edison establishes, scientifically, the amazing things in music which he does.

What we --and the public, too--are anxious to

know is how Mr. Edison;

Establishes timbre.

Establishes the rate of tremole.

Establishes trueness of pitch.

And all the other facts contained on his chart.

I believe you and Mr. Edison can appreciate that the HOW of it is of paramount importance, and that it will give to the article a note of authenticity not now present.

Will you, then, kindly forward this information at Mr. Edison's and your earliest opportunity when I shall incorporate it in the article and, if you wish, forward the proofs for final O.K.-ing before publication. Wishing you gentlemen the compliances of the season, good health and contentment, I am,

Very truly yours, Lene V. R. Ken

Edison General File Series 1912. Autograph and Photograph Requests (E-12-04)

This folder contains requests for Edison's autograph or photograph and photograph. Among the Items for 1912 is a letter from New York philanthropist Mary Robinson Wright, the widow of James Hood Wright, concerning a meeting with Edison and an Italian sculptor named Ximenez. Another letter from composer Luigi Romano, who would later write a "Kinetophone Waltz," encloses reviews of his "Titanic Symphony." Also included is an exchange between Edison and his chief engineer Miller Resse Hutchison in which Edison declines a request to sit for New York photographer Benjamin J. Falk, who wanted to "try out his new color photography." Other correspondents include E. H. Bancroft, son of William L. Bancroft who apparently visited Port Huron, Michigan, with Edison in 1989; sculptor Frank E. Elwell; Irwin W. Howell, a former employee of the British Thomson-Houston Co.; and New Jersey congressman Eugene F. Kinkead.

Less than 5 percent of the documents have been selected. The unselected items consist primarily of unsolicited correspondence from Edison admirers, autograph collectors, educators, newspapers, and periodicals.

xruendo-BANCROTT

Rhult Store the Great Het-Springs Fits of Feb. 25, 1905.

Every Facility for Administraing the Het Waters as Perseribed by Resident Physician.

Located within Two Blocks of St. L. M. & S. and Rock

Alhambra Bath House

Che Newest Largest and Most Sanitary Dathing Cstablishment in Hot Springs

ALC WATERS USED IN THIS HOUSE ARE DRECT FROM THE NOT SPRINGS RES-ENVATION, FURNISHED AND GUARANTEED BY THE UNITED STATES GOVERNMENT THE QUARTERS AVENUE

Hot Springs, Ark., Feb. 26, 1912, 1911

The Private Secretary, Thomas A Edison,

Oranne, N. J.

Dear Sir:-

m3/6 3/8/12

In the foll of liess my pather, the late of the late o

At that time I understand, Wr. Silson pursons, which is hotorraphics, a sitting and a pursonal exchange of photorraphs was made. I have seen the potanied from the white studion only of the possession were it subcraphed by him - and I would thank you to bring it to his attention. Doubtlees he is besieved with similar requests, but I wenture mine with a feeding that perhaps it maken sefforthis also a pleasure.

Kindly convey to Mr. Edison Compilments from any Mother end mention that on Warch 17th, nex-- St Patrick's Day - she turns her 9fth. Milesstone still possessed of rearykeble physical and intellectual visor, and thanking you for stientions you any five may request 1 mm

Very Frey Francy

Ed almando. KINKERD

E. F. KINKEAD 9TH DIST, OF NEW JERSEY

HOUSE OF REPRESENTATIVES

WASHINGTON

June 7. 1912.

Mr. H. F. Miller, Thomas A. Edison Laboratory, Orange, New Jersey.

My dear Mr. Miller:

I have yours of the 4th instant enclosing Autograph of Mr. Edison. I want to thank you very much for your Rindness in this matter, as well as for the promptness with which you complied with my request.

With personal regards, believe me,

Very singered yours,

EFK-R

ELÈCTRIC DEPARTMENT.

PULANI ABBRESS REPLY TO WRITER.

REFLY TO LETTER OF

OF NEW JERSEY, VAN HOUTEN & PROSPECT STS., PATERSON, N. J.

1.19

Book Jadovoroft

Communication of the 14th enith est as your your

During the searing of the end devition. The Edicer paramilled me was of the Edicon's proteins thick as yet has had been received by me. The only fiction that as yet has had been of he in is one which I indicate him to sail for of thomashe the in 1888, Farmel very much list to there a best range with his custograph. Alin you bridly act as continuous in this material remained the Edicon of how premise & Insting that down host for evening the much "affect of may be forward in my hope and

Jens Very Finty W14/Back

The enclosed may interest you. It is a photo of the fig lind of one of the fig lind of one of the Elicus pursion heads friend & british in 1822 at the invised of action in 1822 at the invised of action of the first had in or thin bound to a letter feet, if the first had in or thin bound long the his act of the property of the had in the superior of the had in the superior of the had been also the first the last the had been actionable to the had bee

[ATTACHMENT/ENCLOSURE]

The Sea BrookThe still back appears
as extrate triang as it

Jan .

The Greater J. D. Williams Amusement Co. Ltd.

EIGH-CLARK MODERN AMERICANY KNYSHPRISES.			
ORIGINATORS OF CONTINUOUS PROTO-PLAY TREATMES IN AUSTRAGASIA			
THE LABORST EXHIBITORS OF PHOTO-PLAYS IN THE WORLD			
INTERNATIONAL PICTURES			

DANCE ADDRESS I ENAKOPS
TO ALL HAMPING.
ALL COMM UNIT
TELEDIATRIO ADDRESS
INTERNATIONAL PROFESSES.
STORY.

DAY OFFICE HOX 1528

FINANCIES: 3004, 3813

GRANCIES: TOTAL STANCE, HELIOUSKE, ORIGINAL MOREOVER, HELIOUSKE, MOREOVER, MOREOVER

DEWAR HOUSE, IN HAVIARIEST, LONDON.
ADDRESS ALL COMMUNICATIONS IN ADDRESS ALL COMMUNICATIONS IN TOTAL TOTAL

Mr. Thomas Alva Edison,

The Edison Manufacturing Co.

ORANGE. NEW JERSEY. U.S.A.

REGISTERED OFFICE: 810 GEORGE ST., SYDNEY N.S.W

Larra

SYDNEY 6th Sept. 191 2.

Dear Mr Edison,

Er J. D. Williams, Managing Director of the above Company, would like very much to have an autographed photograph of yourself - enlarged if possible - to put hn his new executive offices, Crystal Palace Building, He is making a collection of the photographs of the men who have made the Motion Picture business famous, and wants them to adorn the walls of his office.

It is intended to have the arrangement of these photographs carried out in a very unique way, and he will personally deem it a great favour if you will kindly forward the photograph abovementioned to our agent in New York - Mr. L. N. Noto, 146 West 23rd Street, New York City, who will be glad to defray all excesses incurred therewith.

Thanking you in anticipation.

I am, faithfully yours,

J. D. WILLIAMS.

per.

William S. Waudby,

September 14, 1913.

Orange, New Jersey. Dear Mr. Edison:

Would you honor me with your autograph upon one (or both) of the enclosed post-cards. I did not have any cards that would exactly "fit" your genius, but the two enclosed are favorites of mine--Ilfracombe, as a place which I have visited; and "Eventide" as a beautiful reproduction (on a small scale) of Professor Von Hier's painting.

I have indicated with a small cross, on each card, where the autograph may appear to advantage. Thanking you most cordially, I have the honor Respectfully yours, to remain,

William . Wandy

FRANK EDWIN ELWELL

12 HUDSON PLACE

WEEHAWKEN. NEW JERSEY

Sculptor of the Statues

ARRAHAM LINCOLN,
Parkway East, Orange, N. J. Mr. Harry D. Miller,
West Orange,
Disparch Rimes,

Orange, N. J. New Life.

New Life, Bonney Memorial, Lowell, Mass. My Dear Sir:-

DICKENS AND LITTLE NELL, Pairmount Park, Philadelphia, Pa.

Fairmount Park, Philadelphia, Pa. I want to thank you most sincerely
Rear Adment C. H. Daves,
Victoburg, Miss.

VENCHOUTE, AND.

GENERAL FREEGREK STEELE,

for your kindness to me yesterday in permitting

Videbury. Mis.

THE FLAG.
7th Rhode island Memorial,

7th Rhode Island Memoryas, Vicksburg, Miss.

EQUESTRAN OF GENERAL HANCOCK, The vivid impression I obtained in those

Gettysburg, Pa.

Gestysburg, Pa.

Gestys

New York Custom House, N. Y. City.

DEATH OF STRENGTH, they have taken shape in clay.

Edam, Holland.
First statue to be erected in Europe
by an American born sculptor.

I would like some photographs ,especially

BUSTS: the one shown me in the Library and any others

Vice Passers Heart, Schuleston, D. Soon may have and Mr. Edison's higher this will have a soon of the man i got a good shot formation, be valuable data. Of the man i got a good shot formation, the soon of the man is got a good shot formation.

Scratton Memorial Library,
Madison, Com.

How, Regert Mills WARMSHAW, at him yesterday -but any data like profile or itself.

Tulsae University, New Orkson, Ls.

Col. R. T. Van Honn, other photographs will be of value later and Journal Office, Kansas City, Mo.

How. S. B. CHITTENDEN, Yale Library, Yale University. should be made now. Of course I do not run away

Sm Perm Essimmont, Lord Provoit of Aberdeen, Scothweith the notion that I am a great sculptor or any-Library at Abradeen.

Five Menats in gold, silver and bronthing like that but that I am a sincere one

reaching for the truth and the beauty in the

truth is I think evidenced in my work in Orange.

Give that big soul my love and thank him

for the honor he paid me yesterday. Jan ! Slove, ,

toy our the first towns in Sidisin	on promised F nwould give he his new colo Time you an I we leave to you will on way to	m a sitting or photograp or newyork hear ar II have time of M	hy k! to
10/8/12		Hutch	•
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Bosson, T. A. + Modern

SS. Giroff Rode

New Rechards N.Y.

October 1918 New Rechards N.Y.

Indicate 1918 New Rechards New Rechard

three or four sittings of possibly half

hour each. The desire to accomplish this was the cheif object of his visit to the United States. I am writing this for Mr Ximenez because he does not write English and I accompanied him yesterday to assist him by interpreting as we are old friends, and we regretted not seeing you.

I know that you are very much occupied, but if you will give Mr Ximenez an interview at your convenience he will appreciate it.

With compliments,

Paithfully,

B/Z.A.

Yor Anny hay

251 Circuit Road New Rochelle N.Y.

Dear Mr Miller:

I appreciated so much your kind attentions to Mr Ximenes and myself yesterday. I have just written a letter to Mr Edison as you suggested and as I know you are very close to him I feel assured b that you will arrange an interview as soon as possible.

With compliments,

May & Saiom Chigh

Sir. Commer St., Colision.

Sir. Commer St., Colision.

I have the liberty to dead to you a copy of a Musical Consportion a Cortaine Sympthony a inspiraled to me by the disarter and by the havie coather of the many people.

Will seen kindly amplit is as a homage to your senigre investive Genius, whose dayly manifestations besser the whole would wondowing.

Toping to receive from your country a read postant with your homotour didicated to me, which will be present for me. I thank you in advance.

Pof Lugi Romano

Amelaed you will find a pramphlet containing for articles of some Constitut and Hallon Suspers on the subject. [ATTACHMENT/ENCLOSURE]



The Edicate of the son are 100 peters

of the Paramag Signal ingress

Committee their, or where your

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did not wourt to tother you

with signing them

Or is a great imposition

John a great imposition

Job togar. So you want

11/16/12-

Edison To .

The GENERAL VEHIGLE CUMPANY Inc.

MANUFACTURERS OF

ELECTRIC COMMERCIAL VEHICLES

PRINCIPAL OFFICE AND FACTORY LONG ISLAND CITY, N.Y. November 26, 1912.

My dear Meadowcroft:

Just before I went to England eleven years ago to start an Edison Lemp Factory for the B. H. T., I went to Mr. Edison and asked him for a signed photograph to take with me. After considerable persuasion, he very kindly gave me what I wanted. Raturally, I was very proud of this picture, and as soon as our office building in Rugby was completed, my picture was borrowed and placed in the most prominent position in the Board Room where it still hange, for when I left last summer to come back to this country, I found it practically impossible to bring my picture with me.

What I would like to have now is another signed picture, and while I know how difficult it is to get one, I feel that if you bring the circumstances of this case to Mr. Edison's attention, and considering the holiday season just approaching, I am sure you will be able to convince him how much I will value such a gift. The one I had was a rather large picture, and I saw a few weeks ago in Mr. John Rowell's house a signed portrait about cabinet size and this is what I would like to have.

During my stay in England I saw a great deal of Sir William Precee and Sir Joseph Swan, both of whom used to enjoy reminiscing about their meetings with Mr. Edison, particularly Sir William Precee, for whom I developed very great affection.

#2--WHM--Nov. 26, 1912.

I am now over here with Mr. Wagoner and am taking a keen interest in Mr. Edison's remarkable battery, and I hope one of these days to have an opportunity to see you at Orange.

Do you think you can get a picture for me to replace mine captured by the Britishers?

Yours faithfully,

IWH/P

W. H. Mesdowcroft, Esq., Edison Laboratory, Orange, N.J. Swin Howelf

Edison General File Series 1912. Automobile (E-12-05)

This folder contains correspondence and other documents concerning the repairs and registration of Edison's personal vehicles. Also included are items pertaining to technical development of automobile ignition systems. A few items bear marginalia by Edison. Among the correspondents are industrialist Henry Ford and his secretary Ernest G. Liebold. There are also letters and reports by employees of the Edison Storage Battery Co., including chief engineer Donald M. Bliss and sales manager William G. Bee.

Approximately 50 percent of the documents have been selected. The unselected material includes sales solicitations, invitations to events sponsored by the automobile industry that Edison did not attend, duplicates, and documents that duplicate the information in selected items.

BENEZIENTATIVE IN
LCINDON
SIMMS MAGNETO COLLTD.
WELBECK WORKS
KILBURN, N.W.

CABLES . SIMMAGNETO, NEW YORK A.D.C. CODE STREDITION THE SIMMS Co.

PARIS
CIE DES MAGNETO SIMMS
12 RUC DE COURCELLES
LEVALLOIS-PERRET

WORKS
BLOOMFIELD.N.J.

1780-82 BROADWAY

NEW YORK, U.S.A. Jan. 2, 1912.

Mr. Thomas A. Edison, Orange, New Jens Michael 2

Dear Sir: -

Mr. Carl Broesel, Manager of the Simplex Motor
Car Company, of New York, sent me to-day for personal inspection
a Simms Magneto, which had been fitted to a Simplex car which
I understand is your property.

I am sorry if the Magneto should have given you trouble, but upon close examination, I find that there is nothing wrong whatseover with the machine, except that the oarbon-holder of the high-tension current had been binding or rubbing on the slip-ring, due to some end-play in the armsture, apparently caused by some knock. This matter was at once remedied and the machine in question returned to the Simplex Motor Car Company in perfect order.

I was also informed by the said firm that your chauffeur had complained that the machine in question was a second-hand one. I hereby beg to state that such is not the case. The machine is entirely a new one, for a firm of a

FROM THE SIMMS MAGNETO COMPANY, LTD.,

CONTINUATION SHEET NO......2

vo Mr. T. A. Edison

Jan. 2,1912

reputation such as the Simplex Motor Car Company of New York or our own, would not allow a Magneto which is second-hand to be passed off for a new machine. If your chauffeur perhaps refers to the timing lever which was slightly scraped inside to insure an equal break and make, I understand that this is usually done by the Simplex Motor Car Company prior to the despatching of any our for final adjustment of the timing.

I can assure you that our Magnet is made in every way of the best possible materials and highest class of workmanship and finish, thus insuring the highest mechanical and electrical efficiency and reliability.

Always at your services,

I remain, Dear Sir,

Very truly yours,

Andrick Jesimms

ADDRESS ALL COMMUNICATIONS DIRECT TO THE COMPANY.

C.T. NEUBOURG, PRES.

H. BROESEL, JR. TREAS.

C. A. BROESEL, Stev.

G. E. FRANQUIST, SUPT.

J. G. DALE, SALES MANAGER.

SIMPLEX AUTOMOBILE CO.



SALESROOM: 1862 BROADWAY, TELEPHONE: 5188 COLUMBUS.

614 & 616 EAST BOTH STREET,

New Yorks, Jan. 8th, 1

Mr. Thomas A. Edison, Orange, H.J.

Dosr Sir: -

In further reference to the lotter which the Simms Lagneto Co. wrote you on Jan. 24, beg to say that we have the Simms magneto which you had trouble with on your our back from the Simms Co. and thic instrument is now in perfect order.

If you wish ue to, we will be glod to but this beden your cor. If you prefer, we would be very glad to have you keep the Booth magneto, which you now have, and trusting that you will have no further truthe with your Simplex or, we beg to remain

Yours very truly, SIMPLEX AUTOMOBILE CO.,

Carl a Francis

C.B.--B.H.

pu 330.

Jan. 9th. 1912.

REPORT ON AUTOMATIC BATTERY CHARGER ATTACHED TO PIERCE ARROW CAR

. A small stock dynamo was used for this and a contrifugal switch made to close the circuit when the voltage was high enough to start charging and open the circuit when the charging current was above the capacity of the dynamo.

The only accessible place to drive from was the pump shaft on engine which rade from 300 to 500 R.P.M. at a car speed of from 8 to 28 miles per hour.

to generate up to be expected, and only to the clow speed of fixture and very short control datapase between driving short and very short control datapase between driving short and dynamo, it was impossible to get a belt drive to give results. We, therefore, respond the stock generator for allows speed, (of course outting down its empecty) and now have it sounted in our generating about 10 12 to 28 days. A report the results.

We are now rowinding one of the small Shaving machine motors to not re a low voltage generator at a ruch Slower speed which will make a simple belt drive setiainatory. This now dynamo will also have larger sheft am bearings, a more substantial coverateor, and will have a higher current organity.



AUTOMOBILE MANUFACTURERS

NEMBY FORD, PASSISENT JOHN F DODGE, VICE PRESY JAMES COUZENS, SEEV & THEAS Detroit. U.S.A.

Mr. W. G. Bee, Manager, Edison Storage Battery Co., Orange, N.J.

My Dear Mr. Bee:-



We have been hard at work re-designing our motor and finally succeeded in moving the carburetor to the other side, and getting it placed in such a way as to make it commercially fessible.

In doing this, there remains on the right hand side of the motor a space 5 in. wide, 8 in. high, and 16 in. long to be used for a starting motor and generator.

We are making a small motor and generator

set here equipped with two commutators and two windings, one to generate at 600 r.p.m., and the other for starting at 1,500 r.p.m. As soon as the eastings are out, we will send you a set. These you can ent and slash as you like. I hope that you can see your way clear to

build a machine to fit this space, of your own design.

Other data on the speed of the motor and power required to turn it will be sent later.

Very truly yours,

Henry Gord

Krg.

Jan. 23rd, 1912.

The Small "Emerson" motor, which was rewound to a low votage dynamo, has been attached to the Pierce Arrow Car for charging the ignition cells.

The generator furnished from three to five amperes at average road speeds.

The generator speed may vary from 1350 R.P.M. to 1800 R.P.M. and give effective charging current throughout the range without any danger of burning it.out.

A record will be kept of the approximate number of miles covered by the ear and the discharge of the bettery nt the end of each day's run.

HEHRY FORD.

Detroit

January29th,1912.

Mr. 7. 3. Bee, Sales Manager, Edison Storage Battery Co., Orange, H. J.

Dear Mr. Bee :-

we are today sending you by express a special variadium steel shaft which you may use instead of a the crank now on the car shipped you.

This will no doubt facilitate your experiments with a starter.

If there is anything further in this line with which we can assist you, I trust that you will advise

with kindnet regards, and with best wishes for early success, I am,

Yours very truly,

R.G. Siebold, Sec. to Henry Ford. Henry Tord Detroit

Feb. W. q

W. G. Bee, Esq., Sales Ennager, Edison Storage Battery Co., Orange N.J.

My Dear Sir:-

Supplementary to our previous correspondence I am horowith enclosing blue print showing the goars of the gotor all in mesh, also the size of the putch and number of teeth. The centers of the goars have been accurately designed so as to clear all noving and stationary parts of the magneto. This is the highest speed attainable on the generator when batteries are being charged.

We are also enclosing a schedule showing the different speeds of both the engine and generator when the car is operating at a certain number of miles por hour.

I trust this will be of assistance to you in your experiments.

Very truly yours,

Secretary to HENRY FORD.

and mid Edison

Feb. 15th, 1912.

PRELIMINARY TEST ON BLECTRIC STARTER FOR

"FORD" TOURING CAR

The test was made with a gear ratio of 1 to 112 from motor to engine and ignition furnished by the battery.

It was found that 5 - B-4 cells will do the work

as good as 10 - B-2, as shown by the following:

on food as ma	- ,		
NO OF CELLS	YOLTS	AMPRRES	
5 - B⊶4	6 to 8	15 to 35)	
6 - B-4	6 to 7	15 to 50	Started promptly
0	c +o 0	15 to 35	

Although the motor will turn the engine over until the machine starts, the margin of power is so small, especially with the B-2 cells, that, should there be undue friction in engine bearings, the outfit might stall. It was therefore decided to change the gear ratio.

It is assumed that the magneto will no longer be used for starting when the car is equipped with batteries, consequently the speed of cranking can be reduced and thereby conserving the battery energy and widening the margin of power.

The above tests were mede on partially discharged cells; therefore no "gas voltage."

a. Vr. Dleming.

Peb. 26th, 1912

Mr. Henry Pord, E. G. Siebold, Secretary; Detroit, Mich.

Dear Sir:-

Referring to the battery starter on which we are experimenting for your car, we have now gotten to a point where we will be able to get some definite figures regarding the number of possible starts, amount of energy required, etc. In the sample car you cont us I note that when cold it requires from 8 to 12 turn-overs when cranking by hand. In other words, it is a difficult car to start cold, whereas after it has once been started and warmed up it will then restart promptly on an average of a single turn without any difficulty. I am writing you at this time to recertain if this condition is a normal one for this size and type of engine. In other words, must we figure our starting apparatus to start the engine cold, requiring 8 to 12 revolutions of the crank shaft at a fairly high speed, or shall we take some lower figure? We appreciate all the information you can give us, as it makes a great difforence in the size& cost of the starting motor, size and number of cells, as to how many revolutions you must figure on for average starting.

Yours very truly,

DMB/ES

CHIEG ENGINEER



TEST ON ELECTRIC CRANKER FOR "PORD" TOURING CAR

Sixty complete starts were made, each at an average current of 18 amperes and an average of 7 volte, 6 B-4"Edison" cells being used to furnish the current for crenking. From the amount of electrical energy consumed, as mentioned above, the crenking could easily continue for three or four hours standy. The engine will not start when cold, due to low rate of speed in cranking and the fouling of the sport plugs by aplaches of cold cil. When the engine is not cold, ignition will take place on a half turn of the crank shaft.

A test was also made using 10 B-2 cells, but the drop in voltage at about three times normal current was too great and, therefore, gave no better results than six B-4 cells.

The ratio between electric motor and cran' whaft is now 245 to 1. This will be lowered in an effort to get more upsed at the orankahaft. Of course, the motor being series wound may drop in speed with increased load so that nothing may be gained; in that event the motor will be wound for higher speed.

Our starter turns the crank shaft over 50 R.P.M., which is sufficient to start the engine, excepting in cold wasther. Mr. Wm. Almquish says the Pord car requires a higher cranking speed than that, due to the short stroke of the engine.



REPORT ON BLECTRIC CRANKER FOR

"FORD" TOURING CAR

One of the vibrators of the spark coil was stuck due to fusing of contact points. This caused one of the cylinders to miss. After that was put in order, the oranking meter was attached with a ratio of 12x.5 to 1; the fields of the meter were put in parallel in order to spand the meter up.

The outfit operating on 6 B-4 cells will start the engine in less than a turn at an average current consumption of 33 superes and 6 to 7 volts.

Many starts were made, each starting the engine in less than three-quarters of a turn on the crankshaft.

The Apple Dymano sent here for test by Mr. Henry Ford, personally, was attached to the engine and driven by I'l flat belt from the fan driver. It will be muite feasible to use the fan itself as an idler and belt tightener, thus gotting a double startage.

The generator operates very satisfactorily and will charge at a 10 ampere rate at a car speed of 12 to 15 miles.

A out-out switch will be arranged to prevent the discharge of battery through dynemo when engine is running too slow or when standing still.

We now have the crunking motor wound with very heavy wire, outsing down the arop in the windings to a minimum; this will enable us to get cranking power with a greater margin, thus preventing the electric motor stalling under heavy compression or bed starting conditions of engine.

March 13th, 1912.

NOTES ON STARTER FOR FORD CAR

MOTOR

We used a series wound 6 volt motor; armature coils in parallel; normal current 35 amperes with an overload of 100%. Suggest using a compound wound motor.

GEARING

Spur gearing should be used on account of cheapness and if necessary 3 pairs of gears, in order to get the same in the required space. If a special motor were designed, the frame being made long and of small diemeter, it is probable that it could be placed under the hood.

CHAIN DRIVE

The motor is genred to the original shaft with a 1/2" pitth roller chain and suitable sized sprocket. This chain has an ultimate strength of 1200 lbs. We used four 6-32 screw to featen one of the sprocket so its hab. These sorews ought to shear at 1000 lbs. per e.g. in. There ought of the sprocket is a solution of the sprocket of th

CLUTCH

It is necessary to have some kind of a clutch, which will turn the engine over by the motor, but will allow the engine shaft to revolve with running the motor.

ROLLER CLUTCH

We used a roller clutch, which works very well. The only trouble we had with the clutch was in getting the materials to stand up under the severe strain of cranking under compression. Every time a piston goes over the center, the compression reacts and strikes a blow on the mechanism.

RATIO

With a motor speed of 2500 R.P.M. and a retio of 125, engine was oranked fast enough to fire with the magneto in about two rev. of engine shaft, engine being cold. When using battery engine was invertebly fired when oranked less than 3/4 of a turn.

ly and -1.

CELLS

For the battery we use six cells of the Edison Storage Battery , type B-4

CURRENT

The amount of ourrent used in cranking was 25-60 amperes and 7 volts.

GENERATOR

We mounted an Apple generator, furnished by Mr. Ford, on a bracket attached to the engine. For our experimental purpose, we drove the generator with a one inch beit from the fan driving pulley on angine chaft. The pulley on fan shart was used as a belt tightener

CHAIN DRIVE

A chain drive ought to be substituted for the belt, as being quite positive and requires less attention.

SPEED

The speed of generator is the same as the engine. A courrent of 10 ampores was generated when our travelled to 15 miles an hour; at 25 miles 25 ampores; at 28 to 20 miles 25 ampores, and belt would slip when generating about 26 ampores.

HEAT

Mr. Edison raised the question of heating the generator due to its proximity to engine. After a run of two hours, charging current varying from 3 to 25 amperes, there was a temperature rise at commutator of 270 C; total temperature being 410 C. and show

April 5th, 1912

Mr. R. A. Bachman: - Edison Storage Battery Co.

Referring to the Ford Experimental car, we are keeping careful record of the daily mileage and the start and stop on the automatic starter, so as to get some tangible data for Ford. In order to prevent my mix-up, Fleming, the draughtsman who worked up the details, is the only one who has permission to use the car and keep the records. We should have an average run of 20 to 30 miles per day, or sufficient to determine the least amount of crunning necessary to keep the hattery charged and do all the starting.

By idea in having 15. Flowing take the car efter 6 o'clock was so as not to disturb him during the day. I presume that each time before he takes the car out if the record book is 0.K.'d by you, Nr. Miller or nymelf this will cover the ground.

DMB/SS

CHIEF UNGINEER.

Copies to Mesars. H. F. Miller, Brady & File.

June 14th, 1912

Mr. Henry Pord, Ford Motor Co., Detroit, Nich.

Dear Mr. Pord:-

1 to Food

You will probably remember me as Mr. Edison's assistant whom you met in the Library when you were here.

The object of this letter is to ask you if you would like to have an opportunity of examining an improved pop-valve for gasoline auto engines, invented by one of our men. It seems to be a good thing, as it ensures a better neat for the spring and thus prevents back-firing. It is also cheaper to manufacture and renders it much easier to replace a broken spring.

It has not been seen by any other automobile manufacturer, and as you are the maker of the largest number of machines, I thought you might be interested in having the first opportunity.

Should you decide on looking into it, I presume you would like to have it sent to you personally. Yours very truly,

Henry Ford Outsoit

Wm. H. Moadoweraft, Esq.,

Orango, N.J.

Doar Sir:-

Your letter of the 14th inst. received on my return to the city after an absonce of several days.

iir. Ford requests that you send on the popvalve you mention, and we will look it ever and report further to you.

Kindly forward this in care of the writer.

Very truly yours,

Secretary to Hanny FORD.

June 25th, 1912

Mr. E. G. Liebold, c/o Mr. Henry Ford, Detroit, Mich.

Dear Sir:-

or years

I am sending to you by prepaid express the poppet valve about which I wrote Mr. Ford.

As you will see that the advantage of this construction is that the spring has a secure seat which always provides a proper and regular tension and cannot get out of place. This prevents back fixing. You will find in the package a rough hand-unde seat which is intended to illustrate the idea that the seat can be struck up cheaply. In addition to the 'noreased safety and efficiency of the valve, the inventors claim it is cheaper to manufacture.

They also see a way to use the same idea in cheap baby carriages, but they will have to divide their patent application on that.

You are the first to have an opportunity of examining this device.

Yours very truly,

WHM/ES

pord

July 2nd, 1912

Mr. Fleming:-

The Ford Car is to be thoroughly cleaned up, with the starter, dynamo, lights and bettery in running condition, and ho car not to be used for any purpose whatever except for demonstrating to interested parties at the request of Mr. Bdison, Mr. Buchman or Mr. Bec.

DMB/RS

CHIEF ENGINEER.

Copies to Messrs. Edison, Bachman and Bee.

W. Namp

Henry Tord Detroit

> Juby 10th, 1912.

Wm. H. Meadoweraft, Esq.,

Orange, N.J.

Dear Sir:-

We have taken the opportunity of looking over the poppet valve you sent in for inspection.

This was also referred to Mr. Ford, who believes the valve used on our cars is equally efficient and consists of less parts.

We are returning the same to you by express propoid, and thank you for your kind interest in the matter.

Very truly yours,

Secretary to HMRRY FORD.

Jarah

Henry Tord Detroit

> July 10th, 1912.

Mr. W. G. Bee, Mgr. of Sales, Thomas A. Edison, Inc., Orange, N.J.

My Dear Hr. Boo:-

in. Ford has just left for an extended tour through hurop, and prior to his leaving he requested the writer to advise you that we use mind considerable provises with the starter and per before long to have some interesting information for you.

We expect Mr. Form home about the 10th of September when I will at once take up this matter with him, and write you further.

With kind personal regards, I am,

Very truly yours,

Socretary to HERRY FORD.

Mis-

We have repaired Saltzmans automobile and have charged it to Thomas A. Edward Sueptel and now it is back again for more repairing and you agree to keep it in repin for him at the expense of Thos. 9. Edward Sueptel. If was it to expense back sforth from Silver Lake S. Didnot agree that I can Silver Lake S. Didnot agree that I can the special to contemnate of the state of the succession of the succession of the succession of the succession of wrock readers attackents it and of the succession of

Mus Edison.

Mis E. Sont the little red car
down to be ornhauled
The ced & battered are in lad
shafer - lings and all.
No you want to put all
cells of this car.

Belles put A6 in -

there Ezy have gove & years

THOMAS A. EDISON,

FRANK L. DYER.



Thomas A. Edison, Inc. orange, N. J., U.S.A.

Edison Phonographs and Records Edison Primary Batteries on Kinetoscopes and Motion Picture Films Edison Business Phonographs LONDON
PARIS
BERLIN
SYDNEY
BUENOS AIRES

"ZYMOTIC, NEW YORK"

Address your Reply to Edison Studio, 2826 Decatur Avenue Bedford Park, New York NewYork sopt. 5, 1912.

Mr. C. H. Wilson, General Mgr.,

Thomas A. Edison, Inc.,

Orange, H. J.

Dear Sir:-

I am returning a letter dated August 20th from the office of the Sceretary of State of New York regarding a registration plate which was not ordered by this studie. I thought that you would prefer to have the letter returned.

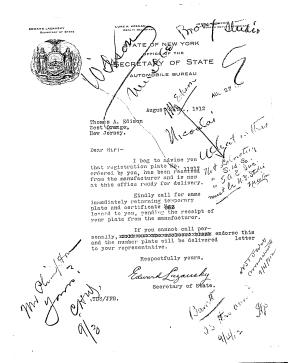
Your very truly,

Kinstograph Dopt.,

HGP/B/E

Mgr., Negative Production.





EDWARD LAZANSKY SECRETARY OF STATE LUKE A. KEENAN

JOSE E. PIDGEON SECONO DEPUTY SECRETARY



STATE OF NEW YORK

OFFICE OF THE

SECRETARY OF STATE

Sept. 17, 1912.

74 AST A Percading

SECOND NOTICE

Mr. Thomas A. Edison, West Crange, N. J.

Dear Sir:-

Under date of Aug. 26th date to the burse advised you that duplicate plate No.11917 was ready for delivery, and requested that you return Temporary Plates and Cortificate No. 053, which has not been done.

I now beg to advise you that unless the Temporary plates and Certificate loaned you are returned by Sept. 24th , it will be necessary for this Bureau to notify the Police authorities to apprehend you.

Respectfully yours,

Secretary of State.

TDS:MTL

L. W. Booking

G. Kinner

C. Cometo

ANDERSON FLECUME (FR. C. PLEASURE AND COMMERCIAL CARS

Outside Colombor 26th, 1912.

Mr. Thomas A. Edison, Orange, N. J.

My dear Mr. Edison:-

As an owner of a Detroit Electric car, you have undoubtedly an unconscious interest in the latest developments which have contributed to the maintenance of the Detroit Electric's position in the electric automobile field.

That you may be more fully acquainted with the newer practical ideas which find expression in our 1913 designs, we are mailing you under separate cover, a copy of our latest catalog, produced in such a size as to permit of it's convenient preservation for future reading, should you so desire.

The advanced features of these new cars are so completely in evidence, by simply glancing at the frontispiece of the booklet, that it would be almost superfluous for us to further mention them here. Suffice it is to say that the Clear Vision Brougham (the car shown in the frontispiece and also on page eight) is a car whose new practical features will, we firmly believe, revolutionize electric automobile body building by 1942. It, therefore, gives us much plaure to superfluor visions of our intention to keep the Detroit Electric in the lead - a policy whose constant maintenance cannot fail to promote a feeling of pride in the minde of all berroit Electric over the superfluor of pride in the minde of all berroit Electric over the superfluor of the superfluor o

Trusting that the information provided in the booklet will prove to be of live interest to you and assuring you that any comments you might care to make would be of equal interest to us, we are,

Yours very truly.

ANDERSON ELECTRIC CAR CO.

WJSTO/CB

Whether Don't care for dirt and I along
The Buick " people belephoned that
they have a machine for you which they
will send up today if you don't mind it
getting dirty or they will keep it mill
the weather clears whicher you prefer

Edison General File Series 1912. Aviation (E-12-06)

This folder contains unsolicited letters from avistors, inventors, entitiests, and journalists requesting Edison's advice, assistance, or orinion on matters related to aviation. The three selected items for 1912 contain marginalia by Edison. Among the correspondents is author Frederic V. R. Dey, who had previously interviewed Edison on the subject of the storage battery.

Less than 5 percent of the documents have been selected. The unselected items consist of letters that received no reply or that received a perfunctory response such as "out of my line."

Buenos Clines Jung 29, 112. 9. EMEADOW CROFF. Florida / I would not denture to sent this leiter Six, but of have read you like the man who has he hands dirry of his work. I believe that I have found a good and usefull idea of stopping the mistorfunes which ocure perhaps every day by falling of airoplaires. and as we Lanes know very well that. there is not other nation who would appreciate a good and usefull idea higher than the United States of america. I would like to submit to your kind consideration the drowings with explanation of my idea. . Vi is nothing of a scientifical nature, and I do not know whether it would effect much your aftention. but I cannot rest until it cornes into your hands -IT would wend you the drowings at once, but as I do not know your exact address, and I would not like to loss them -I will send them after

receiving from you a reply and explanation that you have no objection to see them It may be that I am mis taken in my idea, but it seems to me that it is possible to avoid with very small expenses the falling of airoplanos in spike of the shopping of the motor or of the propeller . or overturning of the equilibrium or in the case of destroying them by a cannon shoot, and I will enderour very tota. Lo explain my idea in my drawings. I would not snouble you with my fancies but there is no good protection for inventions here in Touth america -Thanking you in anticipation I remain Vir. yours faithfully Frederik Hemming beng My adress: S= F. Hemmingsen por Juan Bennikye casilla correo 1189. Buenos aires Rep. argentina



Honorable Sir.

Few days ago I read in the Papers Wher you expressed yourself very favorably over Vanimans invention .-- I was inspired upon this that I took the liberty to addres the present letter to your Honor as to the greatest Inventor of the past and this century, to submit very humbly the papers of my invention patented September 5.th; 1911 No:1.002.682 under the name of Telescopic Airship .--- Inviting you kindly to prononce olso the walue of this invention by your very apreciated consideration and to notvfy me kindly of it.

> Hope your Honor will goodly satisfy my warm wishes. Our Lord mai bless your Words -- With long life for this.

> > I remain yours very respectfully

alexander H

2112. Broadway - Gary - Indiana.

and 515 W 1-2 - 5 inches I Chipping I was the Heal Decalla me thoughthat you had hong in what to ariation (or the possibility of it) at the time, of my interpolation from In the Phila Moth american, I'm regard to your stringe battery - all of which Les since come Ful.

way of my suring your, I would like, pour trainenly, to go to I latter with you, even Suyan in regard if not formen interviews to the fulice of when I apply at the windows, as applied your laboratory. to acroplants. This Conindy yours refuse to the centennal Shiking K. R. Ruy of the officeration. This is written in haste, & Lorly hoperated notaly will stand in the

Edison General File Series 1912. Banking (E-12-07)

This folder contains correspondence soliciting Edison's opinions about innance, the gold standard, antitrust policy, and other economic subjects. Among the documents for 1912 is a draft letter by Edison discussing America as a manufacturing and exporting nation and the industrial potential of Buffalo. Also included is a letter by Paul H. Cromelin, managing director of the National Phonograph Co., Ltd., concerning a pamphiet on cooperative stores in Great Britain, which he sent to Edison at his request.

Approximately 40 percent of the documents have been selected. The unselected items consist primarily of unsolicited correspondence, newspaper clippings, and other printed matter.

ET - STATE ANTERDEN

TELEGRAMS & GABLES RANDOMLY, LONDON.
CODES USED WESTERN UNION, ASIC, & LIEBER'S.



NATIONAL PHONOGRAPH CO. LTD., EDISON PHONOGRAPHS & RECORDS,

FACTORIES
DRANGE, KJ., U.S.A.
LONDON.
BERLIN.
PARIS.

EDISON WORKS.

WILLESDEN JUNCTION

IN REPLYING ADDRESS THE COMPANY NOT THE PHC/W . INDIVIDUAL AND MENTION THESE INITIALS

m y moun. 2.1912.

Mr.H.F.Miller, Secretary, c/o Thomas A.Edison Inc., ORANGE, M.J.

Dear Sir.

Yours of recember 21st indicating "r.Edison's desire to obtain literature relating to the Co-operative "tores in gugland is duly received.

I have pleasure in forwarding you under separate cover for "T.Rdison, a report of the Norty-third Annual Co-operative Congress which was held at Bradford last year. This contains a fund of information of the kind "T.Edison probably is seeking. With this you will find a number of pamphlets on the co-operative movement which will probably prove interesting.

I have been endeavouring to get a set of the rules an approved by the Government but could not obtain same today. I hope to get it later and will forward same to you.

If there is anything else Mr.Edison needs in connection with the matter please left we hear from four

Panphlets sent:
Lecture on the History & Objects of Co-operation.

The C.W.S.today. The Early Days of A Co-operative Society.

How to Start Co-operative Stores, and various other circulars.

romelin.

The Merchants & Harbers Santh,

Disc Short Acknows Start of the Start

Your Fruly ANETER

Cin Blogg ark

PUSINESS CONDITIONS

COMPOSITE CIRCULANS

BABSON'S STATISTICAL ORGANIZATION

ROGER W. BABSON, PRES.

SOMEON SERVICES | WELLESLEY HILLS, MASS

Thomas A. Edicon, Esq., Orango, H. J.

Door Hr. Edicon:-

up publishly the discurrence of on adjustment of the discurrence of on adjustment of the tariff in accordance with your exception to me through lir. Halloty. Very idea somed to take the cold in manifester, and yesterial along the lines of your margestion, was offered by Scholer Herlands. Trusting you will keep down the credit for this and with Nghotz reprose, I am.

Very truly yours,

President. Bakan

RWB/R

NA - 4 1018

Hongram Mangar

62D CONGRESS 2D SESSION.

H. R. 18642.

IN THE SENATE OF THE UNITED STATES.

May 28, 1912. Ordered to be printed.

AMENDMENT

Intended to be proposed by Mr. Newlands to the bill (II. R. 18642) entitled "An Act to amend an Act entitled 'An Act to provide revenue, equalize duties and encourage the industries of the United States, and for other purposes, approved August fifth, nineteen hundred and nine." Insert the following:

Whereas certain of the duties heretofore levied by law on articles imported from foreign countries into the United States are so high as to encourage and facilitate the imposition of excessive prices for similar articles of domestic production and whereas such excessive duties fail to produce sufficient revenue, and

Whereas both the Republican and Democratic parties have, by declarations in their respective platforms, committed themselves to a revision of tariff duties, the former to a revision based on the ascertainment of the difference in the cost of production at home and abroad with a fair profit to the manufacturer and the latter to a revision and gradual reduction of the tariff to a revenue basis, and whereas both parties have declared that such revision should be accomplished with a due regard to the interests of domestic workers and without destructive readjustments of domestic industries, and

2

Whereas neither of such parties is in complete control of legislation and either party is able to prevent the other from carrying out completely its principles and policies, and compromise is therefore desirable and necessary, in order to prevent a deadlock in legislation prejudicial to the interests of the United States,

Now therefore, be it enacted:

2 SECTION 1. That on the first day of January, nineteen
3 hundred and thirteen, a reduction of ten per centum shall be
4 made in the duties now imposed by law on articles imported
5 into the United States from foreign countries, and that on the

6 first day of January of each year thereafter for the period of 7 four years a further reduction of five per centum shall be made 8 on such duties until a total reduction of thirty per centum in

9 such duties shall be made: Provided, however, That such 10 reductions shall not apply to duties on articles which have

11 been specifically fixed by law at this session of Congress or

12 $\,$ shall be hereafter specifically fixed by law: $And\ provided$

13 further, That such reductions shall not apply to duties on

14 articles the importations of which during the previous fiscal-

15 year have equaled one-tenth of the production of similar

16 articles in the United States.

16 articles in the United States.

17 SEC. 2. That the ascertainment of the facts upon

which the foregoing provisions shall take effect shall be made

by a Tariff Commission consisting of five members, to be

20 appointed by the President, by and with the advice and

- 33

- 1 consent of the Senate, of whom no more than three shall.
- 2 belong to the same party; that the terms of the commis-
- 3 sioners shall be one, two, three, four, and five years, respec-
- 4 tively; and that the President in appointing such commis-5 sioners shall designate the terms of each; that at the
- b blogger than doughter the
- 6 expiration of such terms the term of each successor shall be for

7 the period of five years.

62to CONGRESS,] H. R. 18642.

AMENDMENT

Intended to be proposed by Mr. Newlands to the bill (H. R. 18642) entitled "An Act to amend an Act entitled 'An Act to provide revenue, equalize duties and encourage the industries of the United States, and for other purposes," approved August fifth, nineteen hundred and nine."

Mar 28, 1912 .- Ordered to be printed.



FINE NASSAU STREET.

NEW KORK

October 6, 1912.

Mr Thomas A. Edison,

West Orange, New Jersey.

WE DOOM CHOCK Dear Sir:hay I have the privilege of a brief interview to ascertain

certain business facts relating to one of your inventions ?

With appreciation of any courtesy so extended, I am,

estalis.

Hackensack, N. J.,

Dec. 10, 1912.

Lr. Thomas A. Edison,

Llewellyn Park, N. J.

How were written anything on the line you mant on have seed

Dear Sir--

contour statements un enterioreur

As per olip herewith a Brooklyn Association is quoting you in regard to the value of gold, and is using what you are alleged to have said or written as throwing a doubt upon our use of gold as a unit of value.

If this association is qualify from some printed address from the form the first interriew with you, and you can led to have a loop of land, I will be glad to have you send I it to me or having an where it can be obtained.

It is my idea that it is or very little chapqueene what it for value of gold would be if its use in making honey was admindened.

The practical question is what its fille in exchange is from day to day and year to year. It is the critice of a unit or raise, not to measure coal value (value in terms of labor or exertion) invariably, for this is impossible. No commodity can do that All we can seek in a unit is the fixing of a certain quantity of some commodity, to represent in a concrete way a certain amount of labor or exertion. This being done, the value of other cormodities can be measured with featility.

Yours very truly,

Ireoze white

Ed- Hord

Mr. Thomas A. Edison.

Dear Sir--

I enclose a little communication to a newspaper, in which I have used as a sort of text for the dissertation, something that you wrote me recently.

Mackensack, N. J., Pec. 23, 1912.

I trust that this use of what you said or wrote is not a breach of the confidence you placed in me, and that the matter of the communication to the Jersey Journal will interest if not convince you, that there is quite some difficulty connected with the selecting of a really stable unit of value, or yardstick of exchange.

Respectfully,

Nome day a great number of high furancial miny over a short period of time conclude to unsert sound (Sauses in their to unsert sound (Sauses in their focus (Maries) fragment in got (De

Renjoulate

of a certain weight a fuerous then a doud will be thrown outs mathers the board will atom valling. Kein there is an agening for trouble

[ATTACHMENT/ENCLOSURE]

Why GREATLY overfate the INTRINSIC value of ANY metal?-WHY?

Mr. Thomas A. Edison, the Sage (who is duly re- Legal Tender throughout the respective jurisdictions cognized throughout the world as one of the NOTABLY. of the two Governments named. great experts in Metallurgy and the uses of metals in the arts and manufactures) declares, emphatically, that gold is almost without INTRINSIC value. He has, through the press, also suggested that its appropriate use is the gilding of picture frames. Mr. Edison has called attention to the fact that the COMMERCIAL value of gold is, in VERY large degree, artificial, the current market price thereof being almost SOLELY due to the laws directing the unlimited purchase of that metal and its Coinage by the United States and Great Britain at figures designated by those laws which MOST absurdly make gold, WHEN COINED,

The Education Promoters Association (correspondence office, 164 Fort Greene Place, Brooklyn, N. Y. City) will pay One hundred (\$100) dollars to the person who first succeeds in submitting to it a clear demonstration of material error in Mr. Edison's statememonstration or material error in arr. Edison's state-ment in re the intrinsic value of gold as mentioned herron. That the whole truth of the matter should be whilely declared is important to everybody. Will also pay \$100.00 to the person who first delivers, say, an ounce of material, native or imported, properly certified to be a specimen of a usable and TRUK "Standard of Value." Edwin Landenchy

Scancely Meadocillet Shere was a factory in Buffalo of the present time who could not export their products, self for twenty pero cent less than their present aug. prices even if the american prices of the national prices of the present are the cost of tabor material a character of the cost of tabor material a character the present of the ushafe for perent of the colors of a perent of the colors of a perent of the colors of the trained a character of the colors of the perent of the colors of the trained of the perent of the pere

to the general Expense + can Then sall from 20 to 60% lower without depower the consumer cel

autolliering - in fact it goves employment to more when it he year all along the line of material production of hope the lecopapers will get this point we should be the longest rafe export nation or we will be under the world be come to be will be a colored the point is because the point is because the

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Edison General File Series 1912. Battery, Primary (E-12-08)

This folder contains correspondence relating to the commercial development of Edison's primary battery in the United States and Great Britain. Among the correspondents are Edison's sales managers for primary batteries, G. E. Halles of the Edison Manufacturing Co., Ltd., and Elisha E. Hudson of Thomas A. Edison, Inc. There is also a letter by Frank L. Dyer, president of Thomas A. Edison, Inc., concerning the use of primary batteries with railway signals.

All of the documents have been selected.

Battery , premary

1056

Feb. 1, 1912.

J. J. Hennedy, Esq.,

52 Broadway, Hew York. My dear Mr. Kennedy:

I am informed that the Hall Signal Company has secured a contract from the Cemaidan Facility Railway Company for the imebalation of signals, requiring approximately 5000 cells of primary battery.

The Nation Bettery, as you know, complies in all respects with the R. S. A. specifications, and unlass there is some ambetimated reason why unother type of betberry should be used. I would be much obliged \$14 you, will favorably consider the Edison Fastery.

Factors our relations with the Canadian Pacific Speople are entirely friendly, and I am

quite cortain that they would be glad to see Edison Batteries used.

PID/ITE

Fresident.

Yours very truly,

WORKS, 1216 4 1517 WILLESDER

Hattery printendational water once ancome cone

Thomas a Edison

Edison Manufacturing Co.,Ltd.



Willesden Junction, London, N.W.

Edison Projecting Kinetoscopes and Films Edison Primary Batteries City Offices & Showcooms: 25,Clerkenwell Road,E.C. CONDON BERLIN PARIS SYDNEY

INDEVIDUAL AND MENTION THESE INITIALS GEH OR .

(Jus coly

March 14th . 1912 .

Mr. E. E. Hudson,
Manager of Sales,
Primary Battery Department,
Thos. A. Edison, Inc.,
Orange, New Jersey.

Wolling

Dear Sir:-

By the favour of our Managing Director, Mr. Paul H. Gromelin, I am permitted to place before you my ideas of the possible developments of the EDISON BSCO PRIMARY CELLS in this country.

Having for the past twenty years been actively engaged in the development of all classes of electrical enterprise. I feel sure I am competent to judge of the peculiarities and restrictions of this parket.

For many years past the Edison Primary Coll has been known by name to all connected with the electrical trade, but has been associated and the electrical trade, but has been associated and the relative with batteries of the Runcon, and the testing bound. In fact, I am sure, that nine out of ton, electricians in this country who know the Edison Cell exists would tell you that when not in use the element must be removed from the solution.

The only information that has been available for the trade here has been derived from seeing if restured in the various catalogues sublished by such firms as Mesure. Verity's Ltd., and the General Ricettin do Ltd., principally in connection with electric rane, which outrits have been regarded as town, or a those head suitto to be used in places shroad where electrical supply is not From the above remarks you will readily see that our first work over here will be of an educational nature, and therefore it will be measury for us to be in a position to answer questions, not only in relation to the Battery itself, but also its various applications.

supposing we introduce the subject of electrical sigmalling to a malays quanty — in the regiority of cases they will whan for information on the entire installation, and if you could let us have extalegues of the Companies in the states who wake a speciality of this business, we could place before them the information therein contained, and I have not the slightest doubt, sortions investigation would result, all of which will tend to the benefit of the Edison Privary Fattery business.

As a further except take the list of dontal motors published by the Ritter hental Hammachuring 60., of Bochester, H.Y., which you so kinely sent and which will be of the greatest value to us. I shall be able to blees the list before Mamuracturers of Bental Appliances, of which we have many, and they will at once see the utility of the Ridnon Cell for their Dandmens but it would be a very different proposition if I had not got a list to show their, and could only outline the idde to them.

The electrical and technical side of the cell you can safely leave in our hands, as the curves you have already supplied are very complete, with the one acception that they do not show the behaviour of the cells under momentary heavy discharge, with long periods of rest in between.

You will doubtloss be interested to know that a firm of Organ Ruilders are at the moment considering applying ESCO's to work their system of electric organ control. I am getting all the information from them I can, and will forward it on to you in due course.

In conclusion I can assure you that there is a large field here for these Batteries, if worked properly. It will take some time and effort, but once we get the Colle well into the trade, good and steady business will result.

Mr. E. E. Hudson, Contd.

-3-

A most important point for us will be prompt deliveries, as many firms have surfered greatly, owing to having installed American Racchines and then having to wart a very long the whom rene all were required. It therefore will be incommany for us to establish a reputation for prompt delivery.

Signal of States

Primary Battery Department, EDISON MANUFACTURING CO.LTD., Dan Land Stand Trans

Dan Land Stand

Completion

Comp

[SUPPLEMENT.]

MECHANICAL WORLD

AN ILLUSTRATED PRACTICAL JOURNAL

FOR ENGINEERS, TOOL MAKERS, AND STEAM USERS.

VOL. L.-No. 1303.

FRIDAY, DECEMBER 22, 1911.



NOTICES:

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Trade Notes—Miscellaneous Reins—Queries Replies Latest Inventions

LEADERETTES.

A New Primary Battery.

A NEW type of primary battery that should be of interest in many directions was described recently before the Faraday Society by Mr. W. R. Cooper. This battery is an improvement upon that introduced by Stephen Benkö, of Budapest, in which the carbon is very porous. This latter condition allows the electrolyte to circulate through the carbon walls, and so keeps the curbon depolarised. The electrolyte used is sodium bichromate, and not the potassium salt, which might crystallise. The circulation of the electrolyte was ensured, in the original type of cell, by introducing the liquor under hydrostatic pressure. The carbon is in the form of a flattened cylinder open at both ends. At is provided with a ring of lead at the top, and also a lead bottom. Soldered to the lead is a lead shell, thus forming an outer narrow chamber between the lead and the outer carbon wall, and an inner wider chamber in which the sine is placed. Cells constructed on this principle give strong steady currents, while a cell weighing 10th without electrolyte, and 9 by 6 by lim. in size, yields 25 amperes at 15 volts with a erculation of about 05 litre of electrolyte per hour. From this it will be seen that such batteries are very convenient for laboratory work and small house installations; the cost of the electrolyte is the chief item. The new type of cell is, however, selfntained, and there is no necessity for either an electrolyte eistern or a circulation system. The cell is charged by running a strong electrolyte composed of acid and bichromate at a density of 1'3 into the outer chamber, and water which has a density of 10 into the inner chamber. These liquids slowly diffuse through the carbon into one another, and so long as a difference in density exists in the two chambers the cell will depolarise itself and give a good current. According to Mr. Cooper, a 5lb. cell gave a current of 025 ampere for eight hours on four consecutive days, after which the current fell off rapidly; a 31b, cell was sufficient to keep a small lamp lighted for eight hours on two successive days. For portable hand-lamps for miners, etc., the new "diffusion" cell therefore offers advantages, and several types of these were shown by Mr. Cooper that should be of interest.

Foundry Materials.

Asympton neglected by the scientific investigator until the last few decades, the foundry now receives its due share of attention, and efficient methods of production are as keenly sought after as in the more refined branches of the engineering industry. Much of the advance that has been effected is due to the increased attention given to the testing and analysis of the various materials used in the foundry. However, in a recent lecture to the Sheffield branch of the British Foundrymen's Association, Mr. R. Mather submitted that moulding sand was one of the important foundry requisites which required more adequate tests than at present practised. It could not just be said that the inadequacy of the present methods of testing moulding sands was due entirely to indifference or opposition to new methods among foundrymen. Many looked with hope to the advent of the chemist with his ultimate analysis of a sand into ailica, alumina, combined unter, and so on, but now every judicious cheinist saw that such a test. though of value in one or two respects, did not yield a reliable indication of the qualities of the sand as a whole. 'The foundryman's difficulty had been to find satisfactory and reliable new methods to supplement the old, and he had not here, as in the case of testing iron, had the help of the stockworks and blast furnace

Nevertheless, a good deal of preliminary work had been done, and while it was not yet practical to give definite specifications for moulding sand, the day for that might come. Mr. Mather described in detail the result of the impairies of a large number of investigators in this country. America, and Europe, and the various tests that are used to discover the finences, parasity, permeability, and bonding strength of sand. What was wanted was a thorough scheme, very carefully planned and carried out, for investigating the reliability and usefulness of the tests with the object of weeding out those which were unnecessary. When the tests were standardized, the foundry industry would be in a position as regarded its sands to say exactly what it needed, and to see that it got it.

Mineral Production.

Some interesting figures relative to the mineral production of the United Kingdom in 1910 are given in the General Report with Statistics on Mines and Quarries, recently issued by the Home Office. Iron ore is by far the most important of the metallic minerals, and during the year the output of ores of this metal was over 15,225,000 tons, calmed at siderably over four millions sterling. This ore vielded 4,975,735 tons of iron, or nearly the total quantity of pig iron made in this country. These quantities and values are in advance of those for 1909, when the tonnage was 14,801,312 and the value £3,678,802. The most important mineral dealt with, however, is cont, and it is interesting to note that the value of this product increased by over two million pounds storting over the figures for 1909, though the tonnage produced increased by barely a million. This increase in value is accounted for by the fact that the average price of coal was 8s, 230d, per ton in 1910, whereas in 1900 the price was 8s, 07d, per ton. The amount of coal used in this country was 179,891,350 tons, or about four tons per head of the population. Almost 361 million tons were used in the manufacture of coke and briquettes, and over 20 million tons in blast furnaces for the manufacture of pig iron. regards coal exportation, the figures show that \$2,055,176 tons were transhipped, practically a million tons best than for 1999. This decrease is mainly due to the falling off in the exports to Continental countries, and but for the fact that the exports to South America increased, the decrease would have been considerably greater. As showing the mantity of coal exported, it may be mentioned that France received over 9; million tons, Germany over 9 million tons, Italy over 82 million tons, Sweden nearly 4 million tons, Russia nearly 31 million, Egypt, Spain, Argentina, and Denmark each over 2) million tons, and the Netberlands nearly 21 millions. Adding the 2,030,467 tons experted in the form of coke and manufactured fuel, and the 19,525,735 tons shipped for the use of British and foreign steamers engaged in foreign trade, the total quantity of coal which left the country was \$1,511,678 tons, as against \$6,037,006 tons in 1909.

Foreign patents are being applied for lay for Chi Ofrodola, of Christiants, or demirad process descript in China and the process descript in China and the China and the China and the contraction of the contract the ambitraint (they around calculate, and around the contraction of the contraction of the contraction of the investor, who has devoted several years to the pre-ture of the contraction of the contraction of the con-traction of the contraction of the contraction of the second of the contraction of the contraction of the tension of the contraction of the contraction of the second of the contraction of the contraction of the second of the contraction of the contraction of the second of the contraction of the contraction of the location of the contraction of the contraction of the location of the contraction of the contraction of the location of the contraction of the contraction of the location of the contraction of the contraction of the location of the contraction of the contraction of the location of the contraction of the contraction of the location of the contraction of the contraction of the location of the contraction of the contraction of the location of the contraction of the contraction of the contraction of the location of the contraction of the contraction of the contraction of the location of the contraction of the contraction of the contraction of the location of the contraction of the contraction of the contraction of the location of the contraction ign patents are being applied for by

May 7th, 1912.

Mr. D. M. Bliss:

There is a considerable market, through the jobbers and dealers, with which the Frimary Battery Department is doing business, for a small power buttery motor, for experimental work and the operation of various light power communing devices, which could be made in the same size and of many of the same parts used in the same size and of many of the same parts used in the probable, in fact, that the motor you are now preparing for Battery Fam Motors will answer this purpose.

many of the "toy" motors now on the market, and for this purpose should be operable on approximately two volts. The name "Edicon" will go a long way toward inducing sales in this field, but the selling price will also be an important factor.

Please let me know if it will be practicable to get out such a motor, statin, as nearly as possible, what will be the cost to this department.

E. E. HUDSON.

EEH/HW

CC to Mr. C. H. Wilson CC to Mr. N. C. Durand.

Edison General File Series 1912. Battery, Storage - General (E-12-09)

This folder contains incoming correspondence and interoffice communications relating to the commercial and technical development of Edison's alkaline storage battery at his laboratory and by representatives of Thomas A. Edison, Inc. Included is discussion of advertising, personnel, equipment and supplies, patent rights, and relations with competitors and clients, as well as specific commercial usages of storage batteries. There are several items written by Edison or bearing his marginalia, along with many letters to Edison by his personal representative and chief engineer Miller Reese Hutchison. Some of the internal communications relate to the Gouin battery, which was discussed by J. A. Montpellier at the International Congress of Electrical Applications in 1911. There are also items pertaining to cell tests conducted on behalf of the German government and to the use of storage batteries by electric locomotives, including a report from the General Electric Co. A few documents concern a "Battery Service System" for the General Vehicle Co. and negotiations with that company that directly involved Edison. Among the correspondents is John R. Markle of the International Electromotive Co. in Detroit, a longtime associate who wanted to establish a marketing agency for Edison's storage batteries. Other letters discuss recent or upcoming meetings with engineer and former associate Phillips B. Shaw, former laboratory employee Alfred J. Thompson, and representatives of the Westinghouse Electric and Manufacturing Co.

Approximately 70 percent of the documents have been selected. The understead items consist primarily of unsolicited correspondence, including a few letters concerning windmills, that received no reply or only a perfunctory response from Edison; additional letters by Hutchison that appeared as advertisements in the Army and Navy Journal, duplicates and documents that duplicate the information in selected items.

Mr. Edison, -

Martin of the Electric Light Association, is getting up a lecture bureau, to supply the Association with good material for their monthly meetings. He has from from 7.000 to 8.000 members in these Company Sections, who are excellent people to reach, but they suffer from the lack of good material. They soon exhaust local talent. His idea is to furnish free through his Bureau, good technical lectures and addresses, accompanied, if possible, by lantern slides and moving pictures. He wants a good lecture on Edison Storage Battery, and wants me to get it up and deliver it in this vicinity in person. At points too remote for me to reach, he would like to have it in printed form, accompanied by lantern slides, so that either our agent in the vicinity or a member of the Section who is familiar with the battery, can present it. Each of these lectures is to be copyrighted, and then, at the end of the season, they can be published either by the Association or by the persons supplying the materials if desired. He is already arranging for several of these lectures, alignough he does not expect the scheme to go into operation until next Fall.

I have written him, stating that it would be a great pleasure to supply him with all the material and a rull line of lantern slides. I will deliver the lectures myself in cities adjacent to New York, and we can take care of

supplying the members who will deliver the lectures in remote sections, with sufficient information to enable him to do so, especially with the lantern slides to guide him.

This for your information.

HUTCH.

Mr. Edison .-

I have the following letter from Washington:

"Was interested to see developments on Norfolk Requisition 218, for small battery for Preston. I had a look at it, and turned it over to Mr. Todd. Reynolds of the Ricciric Storage Battery Co. seems to think it is time for him to do or say something, so he put in about three pages of "knocks" on Edison Cell, and the interesting part is that he could not say anything effective. The Michigan battery came through again in New York Yard requisition, and was approved, so presume you have furnished it by this time. I hear you may have to pass sup the job with the Bureau of Yards and Docks for Floating Crane, but refused to believe it, as it comes from the camp of the enemy. The point made it that you haven't a battery of proper size.

"I have a new scheme under way, whereby an Edieon Battery will replace one of the two motor generators for telephone talking ourrent supply. Will try to have this in addition to the auxillary lighting battery.

"Mr. Carter, how assistant to Courtney, is trying to get order to per immediately and will probably show up about the 18th or 19th. He will be here quite some time, and when a new officer comes, will be in the same position Caurtney was to S. S. Robinson. He is a fine fellow, and will call at the Meetric Storage Battery Company's Works first, and they will naturally try to fill him up. He hasn't taken any interest to date in batteries, so I haven't talked the subject much with him.

"They are shy of cash, and it locks us if they would not buy the batteries for the arlington Wireless Station before next fiscal year. \$. e. July first, 1912.

"I expect to leave sometime this week for a trip of eight or ten days. Am going West as far as Madison, Wie. Please send copy of Army and Navy Journal addressed direct to Chief of Bureau of Steam Engineering, that we may file them with other data. I took one of my extra copies down to be kept there until yours arrive.

"Your articles are all to the good, and to my mind, about the right style. A friend of mine who is Secretary to Roberts on the House Naval Committies, waked me whout Fakson Batteries, for Submarines, and when I asked him where he got the notion, he said he had read every article of your ads, and always looks forward to them in the Army and Mary Journal.

"As you will note, I am shy of news that sounds like business, but will hope for more next time.

Mr. Edison,-

I have just turned over to Smith, for test, on following basis, an A-4 cell having the water seal or trap, in the top. This I have designated as No. H-75.

When a cell is overflarged for a prolonged period, the entire gas epace becomes filled with a foam, resembling sea foam. This passos into the trap, and seems to form a continuous passage between the interior of the cell and the outlet, so that if the cell is exploded, the fire is carried through by means of these bubbles. This has been obviated by placing a piece of gause over the intake of the trap.

When a cell is charged, thereby becoming heated, the gases within are naturally expanded. When the cell cools, a partial vacuum exists within, which tends to draw the water from the trap i to the cell, thoreby rendering it non-protective. I have obviated this by placing a small gole in the partition within the trap. As the vacuum forms within, the drawing of the water into the small compartment naturally lowers the level of the water in the larger compartment, uncovering the ghole, and allowing the air to pass through and into the cell, without pulling the water with it.

It is proposed to refill the cell throught the water seal, but if a supplementary vent is not provided

in the cell, there is no way for the air within to get out, and it becomes impossible to get the water to flow in. I have overcome this by the supplementary vent, which I have provided for experimental purposes in the form of a standard filling bung.

As a precautionary measure, I wish to endeavor to freeze the solution in the trap, so as to determine its practicability in websile work. Naturally, if nothing but pure water exists in the trap, it will become frozen, and effectively seal the cell. If there is KOH present, it will lower the freezing point.

These various features are easily taken care of in Submarine beat work, and actual experiment has demonstrated that the potach is wached from the gas, and does not deposit on the top of the cell, or even discopor litmus paper at the outlet. I am curious to see if the size of trap I am able to get into a vehicle cell will operate thus satisfactorily.

I propose to first determine the efficacy of the trap for ridding the gas of potash.

The effectiveness of the small hole for relieving the vacuum within will come next.

The freezing will follow.

It is stands up satisfactorily under these tests, we will explode the cell under varying conditions, and will then be ready for consideration as to embodiment on vehicle cells.

DEPARTMENT OF COMMERCE AND LABOR.

Light-house Service.

General Depot, Office of Inspector, Third District, Tompkinsville, New York.

January 20th, 1912.

M. R. Hutchison, C/o Edison Experimental Laboratories, Orange, F. J.

My dear Hutchison,-

Referring to your letter of January eighth, and our conversation on the night of the 18th re. the General Electric Company's attempt to produce a 600 candle power lamp:

they hope to have a lamp of 200 to 300 candle power at the Depot, sometime in the future, for a try-out If this is successful, they them propose to attempt a higher candle power. As this matter has been in their hands for a year and I will hardly they called a low promostion, and you and I will hardly the successful the

Sincerely.

(Signed) C. D. Stearns. U. S. N.,

Inspector.

LONG ACRE ELECTRIC LIGHT & POWER COMPANY 465BROADWAY

OFFICE OF PRESIDEN

Thomas A. Edison, Esq.,

East Orange, N.J.

My dear Mr. Edison:

dental and In talking with Mr. Hayne, who represents the

selling end of the Diesel Engine with the eastern territory, I was wery much pleased when he told me that we were all coupled up with the Edison battery in pretty good shape; also that recent contracts made by the Bureau of Yards and Docks covering one 100 K.W. set to be installed on each pontoon crane for the Boston Navy Yard and the Pearl Harbor Navy Yard, Edison batteries being part of the complete equipment so that the current to charge the Edison batteries will be developed by the only

Yours very sincerely

Mr. Edison,-

I have just received information from Robinson of the Banner Safety Lamp Company, which seems authentic.

A man in the employ of the people in Newark, who make this little alkaline battery, is very anxious to get a position with Robinson, and is reporting to him what the Newark people are doing.

They have applied for, and have been allowed, patents on a form of plate on which they use tubes, the same as ours, but placed horizontally instead of vertically in the plates. They are § using iron and nickel, and, Robinson says it will be difficult for anyone to see the difference between the two cells.

The fact that we have not gone after them has legal
them to believe that we do not think much of the Raison Battery
patents. They have therefore taken liberties with them. They remarked
to this man that they have been making this alkaline battery for
several years, and that we have not even attempted to stop them.
They state that they are now so convinced that they are not infringing,
that they are installing machinery to manufacture these tubular
constructed cells, and expect to have them on the market about the
middle of March.

Robinson is coming out Wednesday to see Lamahan of the Legal Department. I expect to be in Washington Wednesday, and if you want to talk with Robankon on the matter, I will instruct bim to call on you.

The Newark people have already made two of these cells, and are testing them out. They report results as very satisfactory.

I am dictating this before going to New York in connection with that Royal Gorge Railroad proposition.

January 20, 1912.

Mr. Edison,-

I am satisfied, from the sluggishness of new business in Réison Battery, that whitever money we are spending for advertising through the colleums of the mediums used is not being well enough done, or the selection is poor.

I want to talk this matter over with you when you have the leisure and time to do so.

м. в. н.

GENERAL ELECTRIC COMPANY

PRINCIPAL OFFICE

SCHENECTADY, N. Y.

Holland West data Comes
(Keep this wite January 30, 1912. 7

Thomas A. Edison, Esq.,

Orange, N. J. /W .

My dear Mr. Edison: -

The data you gave us on the Illinois Central Railroad's service, to enable us to submit plans to you for the electric locomotives we would propose for use with your storage battery, was as follows for the three classes:

Freight Service: Length of run - about 10 miles. Maximum weight of train exclusive of locomotive - 1000 tons. Maximum speed with this weight of train - 15 miles per hour.

Passenger Service: Length of run - about 10 miles. Maximum weight of train exclusive of locomotive - 500 tons. Maximum speed with this weight of train - 40 miles per hour.

Switching Service: Maximum weight of train exclusive of locomotive - 500 tons. Maximum speed with this weight of train - 8 miles per hour.

This data will be sufficient for us to submit locomotive designs for the several classes of service. I find that we do not need further information to prepare the descriptions and drawings for which you asked.

The work is well under way and we hope to have it in your hands by the first of next week.

GENERAL ELECTRIC COMPANY

PRINCIPAL OFFICE
SCHENECTADY, N. Y.

In Reply Refer to

#2.

The motor control is being laid out to operate with the motors in series, series parallel, and perallel, supplemented by shunting the motor fields and it is probable that no external resistance will be required with the possible exception of the first position of the controller in order to handle the locomotive alone when coupling to cars.

It appears that the same locomotive can be used in either the passenger or switching service with simply a higher speed gearing for the passenger work.

Should I be away, Mr. Dodd will deliver the drawings and description to you as you may have some comments or questions to ask with regard to what we propose.

Yours very trul

: Cotte

WBP/H

Engineer, Ry. & Tract. Dept.

January 30th, 1912.

Mr. Edison:-

Mr. Bourquardos suggests that you write a short note to Jol. J. Ruport thanking him for the order which he gave Ir. Bourquardes for 21 trucks equipped with Edison Briteries. It might be well to express yourself and give your opinion of the life that will be given by these batteries when properly taken care of.

W.G.BEE.

WOB/GPW.

February 1, 1912.

Mr. Edison,-

I have been requested by the Navy League to attend the convention and banquet in Washington in the latter part of Pebryary, at which banquet President Taft, Secretary Mayer, and practically all the Government Officials will be present. They want me to deliver an address on the subject of Edison Storage Battery for Navy use.

Pretty good advertising.

и, в. н.

Cachano Resertion Thave just Gern fold that you have ordered Eccum Baccarder ZI afyour Electricis, for colica Vann cheally straved all that & want is a chance to make good & you well Lind That with surventell Coors These Concernies will have a life so much beyond our quarantee that it will suprific join Cohen you get a ide I hour the coentler Is good get in your auto + Come ever 4 sec the Vaccoratory Yeor congre

STORAGE

February sixth,

Mr. Charles Edison, 6 Louisburg Square, Boston, Kass.

Dear Charles .-

Your postel received.

I have instructed that enough KOH be forwarded to you, to enable you to refull your cells. Be sure to have the electrolyte one-half inch above the tops of the plates, and dump out all the electrolyte before putting in the new.

I am sending you by registered mul, one of the 16 candle power, three wolt lumps I had made special to order. I had the hallucination that this lamp had been forwarded to you when the batteries were forwarded, but find I must have dreamed it.

Beach has a man working for him, named Soott. Soott howse more shout than Beach Car in a minute than Beach will ever know. I refer to the practical operating data, etc. I got in toosh with Sect to nitis North Newark population and the same the best thing for me to do is provided in the same the best thing for me to do is got city, and talk the matter over with him. Parsons on a give me all the data we want. I have been endeavoring it get hold of Parsons for a couple of day, but he has been endeavoring to specify the same state of the same same presidents of these companies, start some thing. While it is out of my Department, as far as to sales are concerned, I am perfectly willing and anxious to do anything I can

of seeing that Company a drain on the pocket-book of your father. So here goes for a whirlwind dash, and if I don't come back with semebody's wool, I will leave my finger nails behind.

Regimeering Class that if they want a lecture on Raison Starage Battory at the Boston Tech, I will run over and give a duplicate of the one I am giving at Best Point; I had the Prett Institute boys over last Saturay - Sinty of them, and after showing them through the Plant, one time a talk for about an hour and one-half in the Committee Room. They now want me to come over and lecture before the entire student body.

Dr. T. C. Martin, the Secretary of the National Electric Light Association, is roping me in for a series of acctures before the various local bodies of organization. Wants me to make the first bonders of before the Brooklyn Branch. This series with the control of the control

sons between the time of my return on Thursday evening Parand the time of my destructure of the venture that are are other lines to the brist of the third with the care other lines to the brist of clean the thing up while under consideration simply a matter of time to got into it. When I return from my automobile trip, I will have a better opportunity.

Yours sincerely,

Deen Huich.

Calls arrived
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My house address to shick I frefer to have weed to come is

24 N. 50 St.

New York:

Factfully gens Jaunt GENERAL ELECTRIC COMPANY

PRINCIPAL OFFICE SCHENECTADY, N. Y.

Orange, N. J.

Dear Sir: -

Enclosed herewith we are pleased to send you preliminary specifications and approximate prices for electric locomotives to be used with your storage batteries, in passenger, freight and switching service, as specified by you at our recent conference.

Very possibly you may desire some further information and we would appreciate the opportunity to discuss these specifications with you. If you will kindly advise what day it will be convenient, Mr. Dodd or myself will hold ourselves in readiness to meet you at your office in Orange.

Yours very truly.

WBP/H

GENERAL ELECTRIC COMPANY

PRINCIPAL OFFICE
SCHENECTADY, N. Y.

In Reply Refer to

Schenectady, N. Y., Feb. 10, 1912.

Mr. Thomas A. Edison,

Orange, N. J.

Dear Sir:

Referring to preliminary report on electric locomotives for use in connection with your storage batteries, which we are today submitting for your consideration, our approximate price is \$24,500.00 F.O.B. Schenectady, for the first locomotive for either passenger, freight or switching service as covered by report above referred to and specifications Nos. 859 and 860, and an approximate price of \$22,000.00 for subsequent locomotives.

Yours very truly,

MANAGER RAILWAY DEPARTMENT.

JGB/G

[ATTACHMENT/ENCLOSURE]

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PRELIMINARY REPORT ON-

ELECTRIC LOCOMOTIVES

FOR

EDISON STORAGE BATTERY.

Submitted by-GENERAL ELECTRIC CO., SCHENECTADY, N.Y.

STORAGE BATTERY LOCOMOTIVE.

The enclosed specifications, curves and description cover a locomotive which is proposed to be operated in connection with a storage battery tender. For the purposes of preliminary calculation this tender has been assumed to weigh about 50 tons. The voltage of the battery is assumed to vary from 350 volts at open circuit to 210 volts at the maximum rate of discharge. There will be furnished upon the locometive either a standard set of third rail shoes or an overhead trolley suitable for collecting current for operation of the locomotive alone when disconnected from the storage battery tender. For ordinary operation and when hauling loads current will be delivered to the locomotive at suitable terminals at each end of the locomotive where flexible leads or jumpers coming from the storage battery tender can be attached. This specification does not cover these leads or any special devices in connection with the storage battery, it being assumed that these devices will be covered by the storage battery estimate.

These designs and specifications are submitted for proliminary purposes only. The equipments have been designed with a capacity for hauling the specified weight of train at the specified speeds. Some variation in this capacity can be obtained by furnishing more or less forced vertilation, but the amount of this cannot be decided until complete details

are furnished showing the exact requirements of the service. Such details would include:- the number of intermediate stops The englosand slow downs; the amount of layovers at the end of the to crimonical a 10 mile run; the amount of switching at terminals between sytted approach in With such information it autoministon this runs; and other similar details. will be possible to make final definite recommendations as r to story for offi to what amount of forced ventilation if any, will be required almorit maio Va upon the motors or whether some modification in the windings in ad Kidd orbid and design of the motors here presented is advisable. www.main.itte.ittor PASSENGER LOCOMOTIVE: when discounteese

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Phone App

The locomotive proposed for passenger service is designed to meet the following requirements:-

Longth of run - 10 miles Maximum weight of train exclusive of locomotive and tender - 500 tons Maximum speed with this weight of train - 40 MPH.

The locomotive whose consideration we recommend for this service is a geared, articulated type of locomotive equipped with 4 GEZ-247 motors. The outline and dimensions of the locomotive are shown on Photo. f221020- attached to specifications.

Spec. #859- gives a description of the construction and equipment of this locomotive.

Characteristic curves of the GEZ-247- motor are attached to the specifications. Also curves of the locomotive

complete showing the speed and tractive effort at various ingile bedrings one currents as obtained with various combinations of motors. The characteristic curves of the GEZ-247- are based upon a constant voltage of 300 Volts at the motor terminals but the locomotive characteristics are based upon a voltage at the motors varying from 350 Volts at open circuit to 210 Volts at 5000 amps. output. The data of this curve are briefly tabulated in the

following table. This table gives the characteristics of the locomotive in current requirement and speed on various steps of the controller with a maximum tractive effort of 30000 lbs. It also gives the same characteristics with a tractive offort of 4800 lbs., which corresponds approximately to the tractive effort required to move a 600 ton train upon a level track. In this table the successive columns refer to various motor combinations as follows:--

Col. I- All motors in series.

Col. II- Motors in series with fields shunted.

Col. JII-Motors in series parellel with full field.

Col. IV- Motors in series parallel with shunted field.

Col. V- Motors in parallel with full field.

Col. VI- Motors in parallel with shunted field. In addition to those six running steps it is prob-

able that about six rhoostst steps will be required to prevent undue fluctuations of current and tractive effort between

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successive running steps, making a total of about 12 controller steps.

PASSENGER LOCOMOTIVE CHARACTERISTICS.

	1	11	111	IV	v	VI
	-					
Tr. Eff.	30000	30000	30000	30000	30000	30000
Curr. per Loco.	970	1200	1940	2400	3900	4800
Speed	3.5	4.0	7.3	8.3	13.0	14.5
Tr. Eff.	4800	4800	4800	4800	4800	4800
Curr. Per Loco.	285	370	560	730	1100	1460
Speed	8	10	16.5	21	32	41.5
Res.Motors	.108	.oe	.027	.02	.007	.005

In addition to the current demanded for operating the driving motors a certain amount of current will be required for auxiliary apparatus approximately as follows:--

Mighting circuit	1	amp.
Headlight	2.5	
Control circuits- average	6	
Compressor max. 40 amps. ave.	20	• •
Blower for motor ventilation	- 9	• • •
Cotol enviliaries approx.	40	

PREIGHT LOCOMOTIVE

The locomotive proposed for freight service is designed to meet the following requirements.

Length of run - 10 miles.

Maximum weight of train exclusive of locomotive

and tender 1000 tons.

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Maximum speed with this weight of train -15 MPH
The locomotive whose consideration we recommend
for this service is a geared articulated type of locomotive,
conjugate with 4-GEZZ46- motors.

The outline and dimensions of the locomotive are shown on Photo. #221020- attached to the specifications.

Spec. #860- gives a description of the construction and equipment of this locomotive.

Characteristic curves of the 382248- motor are attached to the specifications. Also curves of the locametive complete showing the speed and tractive effort at various currents as obtained with various combinations of motors. The characteristic curves of the GRZ-248- are henced upon a constant voltage of 350 volts at the motor terminals, but the locametive characteristics are based upon a voltage at the motors varying from 350 volts at open circuit to 210 Volts at 2000 amps. output.

The data of this curve are briefly tabulated in the following table: -- This table gives the characteristics with a maximum tractive effort of 30,000. lbs. It also gives the same characteristics with a tractive effort of 8600 lbs. which corresponds approximately to that required to move an 1100 ten train upon a level track. The successive columns refer to the same motor combinations as in the corresponding table for passenger locomotive. Intermediate rheastat stops will be required here as in the passenger locomotive to prevent under fluctuation of current and tractive effort.

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PREIGHT LOCOMOTIVE CHARACTERISTICS.

	I-	II-	111-	1 V-	٧	VI-
Tr. Eff	30000	20000	30000	30000	30000	30000
Curr. per loco.	440	580	890	11.60	1770	2320
Speed	1.2	2.0	3.0	3.7	5.3	5.2
Tr. Eff.	8800	0088	8800	8800	8800	8600
Curr.per Loco.	3.75	250	360	500	710	1000
Speed	2.6	4.1	5.7	8.	10.9	14.2
Res. Motors	3	.232	.075	.058	.0187	.0145
MGD: MOULE						

Additional current for operation of auxiliaries of approximately 40 amps, will be required on this as on the previous proposition.

SWITCHING LOCOMOTIVE.

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We understand the locomotives for switching service is to meet the following requirements.

Maximum weight of train exclusive of locomotive 500 tons. Maximum speed with this weight of train- 8 MPR

Referring to the curves authitted for the freight locomotive equipped with 40%2246- motors it will be seen that the first four mater combinations as shown upon that curve will meet fairly well the requirements presented for the switching locomotive. We would suggest that it will be advisable to consider the same locomotive for freight and switching service using the lower speed combinations for switching work and the high speed combin-

ation for the through freight service.

Respectfully Submitted.

W.B.Potter, Engineer,

RAILWAY & TRACTION DEPARTMENT.

PER-XI.

Schencetady, 11, Y.

Feb. 8th12.

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LOCOMOTIVE SPECIFICATIONS

GENERAL ELECTRIC CO. SCHENECTADY, N. Y.

	Specification No	050		DATE FO	ab. 7th-191	2
	SPECIFICATION NO	0- E-100-	4GFZ	247-30) Volt	Locomotive
	Specification for a 044 Proposed for Edinor	Stornge	Batte	ry Co.		
	Proposed for					
					a sales emi	mounted on
	AL DESIGN -Steel	platform	CELLA	ing ste	er capp car	mared rail-
GENER	ndorticulated 1	mnning ge	ar 90	nippea	W) CIL A CITAL	A
	ov motors		~~~			
,	Design shown by Out.	line_f2210	KO			
					(Approximate)	
GENER	RAL DIMENSIONS (Appr	oximate)	10"			32000 lbs
0.0			6"			
	Length inside of knuckles		6"	Mechanical	equipment	67000
	Height over cab	121	6"	Total weigh	L	105000 ,,
			0"	Weight on	1rivers	100000
	Width over all	9/1	0"			
	Total wheel-base					
	Rigid wheel-base Track gauge	21	B 1./	Bead weigh	at per driving axle	
	Min. radius of curvature	150				
	Min. radius of curvature					
RUNN	with cast stee together by a outer and fram pletely equali	vertical.	ingo.	and wi	th draft se	heel trucks connected ar carried by g gear is com
SPRI	to be carried, with amp	le factors of sale	y.			ioned to the weight
WHI	EELS		iable man	ufacturers at	nd will be subject or	ly to wheel maker's
N						TRUCK WHEELS
13	guarantees.	DRIVING	WHEEL	s	atacl cent	ers
4	Type and material	Steel_t	ros !	on cant		
3	Type and material Number	8				
2	Diameter	38"				
1	Diameter of centers	33"				
8	Material of tires	Forgad	BTOUT			
2	Width	5 1/2				
8	Thickness	2 1/2 MCB C				
8		ACB. U	onsou	bra on	holts.	
2	Tread and flange Tires.	heldbyab	ranks	eenee		
1						

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2000 STREET

			Spec. No859
		DRIVING	GUIDING TRUCK
XLES	Anterial	Hammered O.H.Steel	
	Jiameter detuces arle hearing	6 1/2"	
	Diameter wheel seat		
	Diameter gear fit		
	Journals, type	Collarless	
	ournals, dimensions	_6" x 13"	
	ournai box	Cast steel	
	TION BRAKES		-1 95% of
		I be properly proportioned to give a	a total brake shoe pressure of 85% of
	he weight on drivers with 5	0 pounds per square inch cylinder i	pressure.
	Wand broke Oners.ted.	from within dan and	arranged to apply
1	rekes on all wh	ecls.	
PLATFO	RM	m to tools up of structural steel	l longitudinal and cross sills, stiffened
	The platform framing	floor 1/4 inch thick, securely ri	veted.
	by brace plates and a steel i	noor 14 inch thick will be provided i	in the main cab.
	A wooden covering it	oor 24 then times and p	
BUMPE	es Buffing sire	ins taken by ataal	end frames of trucks.
BUMPE	RS Ruffing Sile GEAR Attached to Sile Type of coupler	dne taken by ataal	rnoka.
	RS Ruffing Sile GEAR Attached to Sile Type of coupler	dne taken by ataal	rnoka.
	RS Ruffing Sile GEAR Attached to Sile Type of coupler	dne taken by ataal	ond frames of trucks.
	GEAR Attached to	teel and frames of t SOB E Yoke, twin spring	ond frames of trucks. rucks.
	GEAR Attached to	teel and frames of t SOB E Yoke, twin spring	ond frames of trucks. rucks.
DRAFT	GEAR Attached to SI Type of coupler Type of draw riggin Type of buffers Li	ding taken by steel teel and frames of t 30R g Yake, twin spring one	rnoka.
DRAFT	RS Buffing_Rine GEAR Attached to St Type of coupler Type of draw rigin Type of buffers. It Any ballast necessa in stiffening the locomotiv	tacl and frames of to the two twinters of the two twinters one one or two twinters one or two twinters one or two twinters one or two twinters or twin	ond fraces of trucks. THOKES.
DRAFT BALLA	RS Buffing_Rine GEAR Attached to St Type of coupler Type of draw rigin Type of buffers. It Any ballast necessa in stiffening the locomotiv	tacl and frames of to the two twinters of the two twinters one one or two twinters one or two twinters one or two twinters one or two twinters or twin	ond fraces of trucks. THOKES.
DRAFT BALLA	GEAR Attached to S1 Type of coepler Type of draw right Type of buffers. It ST Any ballists necessar in stiffening the locomotiv S AND END STEPS	tool and frames of tools are your specified weight we frame.	ond frames of trucks. ITHORN. ISHORIA ISHORIA
DRAFT BALLA	GEAR Attached to S1 Type of coepler Type of draw right Type of buffers. It ST Any ballists necessar in stiffening the locomotiv S AND END STEPS	tool and frames of tools are your specified weight we frame.	ond frames of trucks. rucks.
DRAFT BALLA PILOT	Buffing Rize OBAR Attached to Si Type of coepler Type of draw rigin Type of tuffers. It ST Any ballast necessa in sufficing the locomotive S AND END STEPS Iron pilotn	tine taken by steel. seel. and frames of 1 seel. and frames of 3 seel. and frames.	ond frames of trucks. TROKES.
DRAFT BALLA	GEAR Attached to	tine. taken by stael. tool. and frames of t SOR Value, twin spring ry to obtain the specified weight w frame. will be holted to e seed of the cab will be built of %	ond frames of trucks. TROKES.
DRAFT BALLA PILOT	RS Ruffing atro GRAR Attached to St. Type of coupler Type of older rigin Type of buffers. It Any ballast necessa in silfening the loomed's S AND END STEPS LPON_DILOTA The sides and the	tine inken by Rinel conl and Iromes of i son you have a win spring you obtain the specified weight w frame. wall he holted to e wall he sol will be built of is	ond framos of trucks. THOKES.
DRAFT BALLA PILOT	GRAN Attached toSt Type of coupler Type of town ferr. The states present the standard provided to a fine standard for ferr of the standard fo	tine taken by steal. tool end frames of t SOR Yoke, twin spring ry to obtain the specified weight w frame. will he holted to e seed of the sub will be built of M some way of steal engine sproperly he some will be sourced by the sub will be built of M some way of steal engine sproperly he some steal engine sproperl	OR Trance of trucks. THORS.
DRAFT BALLA PILOT	Baffing Rize OEAR Attached to. 32 Type of coupler Type of daw right Type of daw right Type of tailfren. 31 ST Any ballast accessa is silfrening the locamon's SAD EMD STEES LYON_POLICIAN The sides and the stantility viveded to a first Type and dismession of c	tine taken by steal. keel and frames of f SOR yoke, twin spring ry to obtain the specified weight w trans. wall he holted to e cost of the cab will be built of M cost	ond frames of trucks. ITHOORS. ITHOORS. ISH delphi above rail 3.4 1/2 inches. ILL nund. follower. Diatus III be applied in such a way as to assist and frames of trucks. Inch stel, the roof of No. 8 stel, sub- action and rivested together. 1. main cash 10.1 x 10.2 x 29 1 1. 9.1 ang x 11 h platform.
DRAFT BALLA PILOT	REAL Attacket to	tine taken by steal. soll and frames of 1 ry to obtain the specified weight we frame. will be holted to a soll and	ond framon of trucks. THOKES.
DRAFT BALLA PILOT	BASTING RIPE GRAN Attached toSI Type of couplet_ Type of draw rigin Type of the strength Type and dimension	tine. taken by stael. 50R Volce, twin spring ry to obtain the specified weight w frame. will be holted to e send of the cab will be built of M me work of steel angles properly be send of the cab will be built of M me work of steel angles properly bu holted to e will be dead on the cab will be built of M me work of steel angles properly built show and of the cab will be built of M or which a steel angle properly built show and the cab will be built of M or with a steel angle properly built or which a ste	ond frames of trucks. THOORS. THOORS.
DRAFT BALLA PILOT	BE BUTING RIZE GEAR Attached to _ Sid Type of couplet _ Type of couplet Any ballast necess in silf-ening the boomody AND END STEPS _Type and dimensions of couplet tastalistip rivected to a fen Type and dimensions of couplet LDG; and -on	tine taken by Rinal . Sin . Yoke, twin spring one from the specified weight we frame. Weill has bolten to especified weight we are some of the cab will be built of K me work of sized angles properly by sub. Stanple type	ond framos of trucks. THOKS.
DRAFT BALLA PILOT	RESTING RIPE GEAR ANTING TO STATE THE STATE OF THE STAT	tine taken by steal. tool end frames of t SGR Yoke, twin spring ry to obtain the specified weight w frame. will be boiled to e could of the sub will be built of M see with of their sub will be built of M see with of their sub will be built of M see with of their sub will be built of M see with of their sub will be built of M see with of their sub will be built of M see with of their sub will be built of M see with of their sub will be built of M see with of their sub will be of wood glean subsections will be of wood glean star of their subsection will be of wood glean star of their subsection will be of wood glean star of their subsection will be of wood glean star of their subsection will be of wood glean star of their subsection will be of wood glean star of their subsection will be of wood glean star of their subsection will be subsection will be subsection.	ond framos of trucks. THOMS.
DRAFT BALLA PILOT	BE BUTTING RIDE GRAN Attached toSill Type of couplet. Type of couplet. Type of the sill Any ballast necess in sill feming the become's SAD EMD STEPS IFON_DIJOTS. Type and dimensions of the sill Type and dimensions of the sil	tine taken by steal. tool and fromon of f. Sin. Yoke, twin spring Ty to obtain the specified weight we frame. wall he holted to o wall he holted to o wall he holted to o wall be found to be specified weight wall he holted to o wall be not of the call will be built of si be frame. wall to over the specified weight wall he holted to o wall he holted to o wall he holted to o wall he wall be found given wall he of wood given wall wall wall wall wall wall wall wa	ond frames of trucks. THOKS.
DRAFT BALLA PILOT	BE BUTTING RIDE GRAN Attached toSill Type of couplet. Type of couplet. Type of the sill Any ballast necess in sill feming the become's SAD EMD STEPS IFON_DIJOTS. Type and dimensions of the sill Type and dimensions of the sil	tine taken by steal. tool and fromon of f. Sin. Yoke, twin spring Ty to obtain the specified weight we frame. wall he holted to o wall he holted to o wall he holted to o wall be found to be specified weight wall he holted to o wall be not of the call will be built of si be frame. wall to over the specified weight wall he holted to o wall he holted to o wall he holted to o wall he wall be found given wall he of wood given wall wall wall wall wall wall wall wa	ond frames of trucks. THOORS. THOORS.

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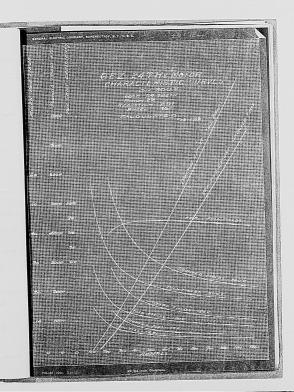
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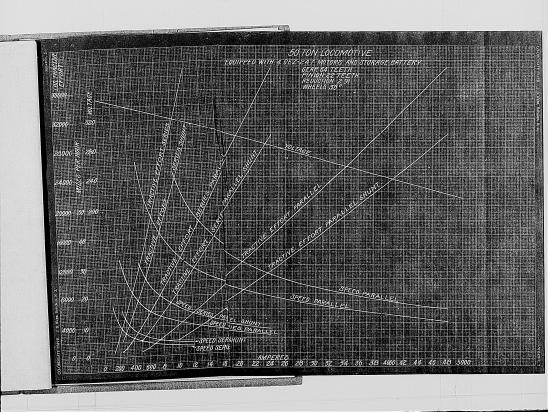
	Spec. No
	PRODE MITCHES TORS AND MITCHES TORS AND MITCHES A
	AR SHAKE EQUIPMENT General Fleatric Type LT- straight and automatic ult brake for double and operation will be prayided. Main servine. Two. 34" x 65" Air brake cylinder. Four for disposar Air degal will be provided. AR COMPRESSOR
	There will be provided in the cab
Annual State of the State of th	MOTORS Number Ton 1779 3EZ-847- box frame, geared, commutating node motors, hesigned for operation on 300 volts Rating 800 amperes 300 volts. The motor is equalled carrying this rated lead for .001.box contineously with a rise in temperature of 76 gr. and the second of the second carrying this rated lead for .001.box contineously with a rise in temperature of 76 gr.
Sattle Production State	GEARS AND PINIONS Geor ratio 2.21 Gear teeth 64 Pinion teeth 22 Pinions of forgod stool. Gears Forgod stool goar rims shrunk on hubbs.
68883848	CONTROL SOCIEMENT CONTROL SOCIEMENT will be equipped with Type "N" "BIRCLO. MILL. with. 2. mentage. controllers arranged for steps and combinations as induses. "Modern Controllers with. 2. mentage. controllers arranged for steps and combinations as induses." Modern Controllers and n. mortlans, mentage. mill. Mill. Mill. Mill. Mill. Mill. Mill. Mill. "Ill. Londons discontrollers arranged for the specified service will be provided and prepartly secured and insulated. Contaction of proper size to operate the power circuits will be included with Type M control. If multiple unit operation is specified mill be increasing appearant will type vivide for controlling the becommitted included with type M controllers controlling the becommitter included and classification of the controllers. Company's standard practice unless otherwise specified and detailed as past of the centrage.
	COLLECTION DEVICES or will be formished. In

173	эрес ио 89-А
179	LIGHTING AND MISCELLANEOUS EQUIPMENT
geroor ear som of a	LIGHTING AND MISCELLAREOUS Equipment of the state of the
133	as a constitution for a format and a second
	Table o Wil+4 Amondoscent head kents
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Line Life	
1.55	Anmeters and voltmeters will be conveniently
139	
TO DO F ALL LESS CO. 188	
1.8	44-22-23
	- See tables and curves attached
4	CAPACITY (Norm.—The weight of train which the locomotive will handle continuously in actual service will depend on the grades, their length and frequency, number of sops, character of service, and other conditions which must be given in detail before giar of the locomotive will be.
	will depend on the grades, their length and frequency, number of stops, character of service, and
	other conditions which must be given in detail before guarantees can be other conditions which must be given in detail before guarantees can be a conditional to the following the conditions which must be given in detail before guarantees can be other conditions which must be given in detail before guarantees can be obtained by the conditions which must be given in detail before guarantees can be of the conditions which must be given in detail before guarantees can be obtained by the conditions which must be given in detail before guarantees can be obtained by the conditions which must be given in detail before guarantees can be obtained by the conditions which must be given in detail before guarantees can be obtained by the conditions of th
	At the rated load of the motors the tractive entire of the state of the speedmiles per hour and the total inputamperes at
1. Sept. 11 (4.1 1). 13	pounds, the speedmiles per nour and the total that the total the speed tons gross
the second participation of the second secon	yolts. At this rating the locomotive will operate a train of approximately tons gross
	weight, including locomotive, running free on a grade ofper cent.
1	
19	
- 10 Avr. 1	The maximum speed on a level tangent train pounds per ton train hour with a train oftons gross weight, assumingpounds per ton train
	S
. 6	resistance. The maximum safe coasting speed will bemiles per hour.
1	The maximum one of the control of th
	PAINTING AND LETTERING
	PAINTING AND LETTERING Cab and trucks will be primed and suitably painted, the exterior, color black, the interior green, with standard aluminum lettering but no other striping. Information on lettering to be furgreen, with standard aluminum lettering but no other striping.
77.73	green, with standard aluminum lettering but no other striping. Information on lettering to be
	nished by the customer with the contract.
The way as	1
TOTAL MANAGEMENT	BOLTS AND NUTS All bolt threads will be U. S. standard except where finer threads are necessary.
	All bolt threads will be U. a. standard complete
	4 · · ·
~0	ERECTION subject
	The locomotive will be erected complete in running order at Schenge tady
541 SERVICE 8031 40	to the purchaser's inspection.
- 1 - 3	.8
	TESTING The following tests will be made before shipment:
	The following tests will not and insulation resistance test on the assembled locomotive, or on the
	The following tests will be made before shipment: a. High potential test and insulation resistance test on the assembled locomotive, or on the individual parts in accordance with standard specifications of the General Electric Company, or of individual parts in accordance with standard specifications of the General Electric Company, or of individual parts in accordance with standard specifications of the General Electric Company, or of individual parts in accordance with standard specifications of the General Electric Company, or of individual parts in accordance with standard specifications of the General Electric Company, or of individual parts in accordance with standard specifications.
2	the A.L.E.B. b. Measurement of resistance of rheostats and wiring on the assembled locomotive to show
	b. Measurement of reliations of the state of
Contracts	that the connections are made in proper order. that the connections are made in proper order on a test track to test general mechanical features e. General examination in operation on a test track to test general mechanical features
4.50	e. General examination in operation on a co- operation of contractors, air brakes, and heating of bearings.
ile :	1
	The locomotive will be delivered on H.Y.C. & H.R.R. tracks at
en a francis	The localitative of the local transfer of th
	Scheneckedy 11.7. If shipped on its own wheels, mescenger will be required to accompany it to destination and care for bainings. Expense of messenger will be billed to purchaser at cost. care for bainings.
net street to	If shipped on its own wheels, meaning the billed to purchaser at cost.
	are for bearings. Expense of mescenger will be billed to purchaser at cost. Care for bearings. Expense of mescenger will be some cased on the committee cased was specified above. Details of Quotation and delivery are bared on the locomotive cased was specified above. Details of electrical or mechanical expensions of the product of the control of th
ESERBE SELECTION	Quotation and delivery are that not specified herein will be furnished in accordance with the
Brend Comment	General Blectric Company's standard practice. Any modification of these specimentons of
5 79500	will entail a corresponding modutecation in quotation and delivery
	Specification prepared by S T . Dock
articles a rate	
	II.
	Page (4)

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LOCOMOTIVE SPECIFICATIONS

GENERAL ELECTRIC CO. SCHENECTADY, N. Y.

SPECIFICATION NO	860	DATE	Tarametina
Specification for a UA	40- R-100- 49RZ	248- 300 Volte-	Docomouve
Proposed for Ed.1	son Storere Ret	tery-00	
. 100			
ENERAL DESIGN_Steel	platform_carry	ing_steel_cabs_and	L.mountad
and lunn motors			
PRILERAY MOUNT	ntline_#221020.		
Design shown by			
GENERAL DIMENSIONS (Ap	proximate)	WEIGHTS (Approximate)	
SENERAL DIMENSIONS (MP.	es 33 1 10"	Electrical equipment	32000ПЪВ
Length inside of knocks	26!6"	Air brake and compressor	
Length over cab	12! 6"	Mechanical equipment	67000
Height over cab	n13!6"	Total weight	105000,
Height with trolley dow	10. 0"	Weight on drivers	105000
Width over all		Weight on guiding trucks	
	24! 0"	Weight per driving axle	26000
Rigid wheel-base	8'0"	Dead weight per driving axle.	
Track gauge	8-1/	S.Dear neight ber arring	
Min. radius of curvatu	re1.50		
		A. The Ontire Pun	
SPRINGS	the of the best east steel to	mpered in oil, and each proporti	oned to the weight
to be carried, with am	to fraction of rafety.	•	
to be carried, with am	iple factors of salesy.		
WHEELS	1 f Hoble man	ufacturers and will be subject or	dy to wheel maker's
	purchased from reasons		
guarantees.	DRIVING WHESL	GUIDING	TRUCK WHEELS
	Steel tires of	anst steel eante	rs
Type and material	R		
Number	38"		
Diameter	33"		
Diameter of centers	33"		
Material of tires	Forged steel		
Width	5-1/2"		
Thickness	8-1/2"		
Tread and flange	MCB-contou	T > > > + - >	
Tires-h	eld-by-shrinker	e and bolte-	
2,22			
Form 10528-1 Sm 11-15-11	(Page 1		

	-		
F88			
			000
130			Spec. No860
AXLES		DRIVING	GUIDING TRUCK
Materia		Harmered O.H.Steel	
Diamete	r between wheels	6.1/2"	
Diamete	r motor axle bearing	6 1/2"	
Diamete	r wheel seat		
Diamete	r gear fit		
Journals	type	Collarless	
Journals	, dimensions	6" x 13"	
Journal	box	Cast steel	
FOUNDATION	BRAKES	be according to give	a total brake shoe pressure of 85% of
1074	haterore.	from within cab an	d arranged to appro-
Hand b	ake upurateu	TARIN DAMALIC MAN	
on_a	TT WITHOUTH****		
PLATFORM			
100	he platform framing	will be built up of structural stee	t longitudinal and cross sills, stiffened
· ·			
1938			
27 4			
BUMPERS			a a frames of tracks.
	Buffing st	rains taken by stee	l ond frames of trucks.
	Buffing st	rains taken by stee	l ond frames of trucks.
	Buffing st	rains taken by stee	l ond frames of trucks.
DRAFT GEAR	C.4	-1 and fromes of ti	noka
DRAFT GEAR	Attached to Sto	el and frames of to	noke 34 1/2 inches.
DRAFT GEAR	Attached to S.t.e.	el and frames of to	noka Height above rail 34 1/2 inches a and follower plates
DRAFT GEAR	Attached to	el and frames of to MCB Yoke, twin spring	noka Height above rail 34 1/2 inches. a and follower plates.
DRAFT GEAR	Attached to	el and frames of to	noka Height above rail 34 1/2 inches. a and follower plates.
DRAFT GEAR	Attached to	el and frames of to MCB Yoke, twin spring	noka Height above rail 34 1/2 inches. a and follower plates.
DRAFT GEAR	Attached to	el ond frames of to MOB Yoke, twin spring one	ruoka Height above rail 34 1/R inches s. and follower blates.
DRAFT GEAR	Attached to Stee	el ond frames of to MOB. Yoke, twin spring One.	noka Height above rail 34 1/2 inches. a and follower plates.
DRAFT GEAR	Attached to	el ond frames of to MOB. Yoke, twin spring One.	ruoka Height above rail 34 1/R inches s. and follower blates.
DRAFT GEAR BALLAST in stiff	Attached to Stee Type of coupler Type of draw rigging Type of buffers R Any ballast necessary	el and frames of to MOB Yoke, twin spring one to obtain the specified weight wiftname.	nioka. Hieight shove rail 34 1/2 inches. md follower blates. Hibe applied in such a way as to assist
DRAFT GEAR BALLAST in stiff	Attached to Stee Type of coupler Type of draw rigging Type of buffers R Any ballast necessary	el and frames of to MOB Yoke, twin spring one to obtain the specified weight wiftname.	nioka. Hieight shove rail 34 1/2 inches. md follower blates. Hibe applied in such a way as to assist
DRAFT GEAR BALLAST in stiff	Attached to	el and frames of to MMB Yoke, twin apring One to obtain the specified weight w frame.	cuoks. 1 (A. inches. 1 (A. inches. 2 (A. inches. 2 (A. inches. 3 (A. inches. 4 (A. inches.
DRAFT GEAR BALLAST in stiff	Attached to	el and frames of to MMB Yoke, twin apring One to obtain the specified weight w frame.	nioka. Hieight shove rail 34 1/2 inches. md follower blates. Hibe applied in such a way as to assist
DRAFT GEAR BALLAST in stiff PILOTS AND	Attached to	el and frames of the MOR Yorks, twin apring one. to obtain the specified weight witness. will be holted to	nucks Ittigés above rail 34 1/2. inchés. a. mnd. followor. Diatos. Ill be applied in such a way as to assist and. frames. of trucks?
DRAFT GEAR BALLAST in stiff PILOTS AND	Attached to Stee Type of coupler Type of draw rigging Type of buffers M Any ballast necessary nning the locomotive END STEPS Iron_pilota	el ond frames.of to MOR Yoke, twin springs one to obtain the specified weight w frame will be holted to	nucks Itioph above rail 34 1 /2 inches. a.md. 70110702 51a ton It be applied in such a way as to assist and framos. of trucks? Inch steel, the roof of No. 8 steel, sub-
DRAFT GEAR BALLAST in stiff PILOTS AND CAB	Attached to Ste. Type of coupler Type of draw riggiog Type of buffers St. Any ballast necessary ning the locomotive END STEPS IPON DILOTA The sides and the er ulty riveted to a fram	el ond frames of t	ruoks. 1 (2) Inches. 3 md. followor. 13.4 1/2. Inches. 5 md. followor. Diatos. Il be applied in such a way as to amist and framos. of fruoks?. Inch steel, the roof of No. 8 steel, sub- cod and rivested together.
DRAFT GEAR BALLAST in stiff PILOTS AND CAB	Attached to Ste. Type of coupler Type of draw riggiog Type of buffers St. Any ballast necessary ning the locomotive END STEPS IPON DILOTA The sides and the er ulty riveted to a fram	el ond frames of t	ruoks. 1 (2) Inches. 3 md. followor. 13.4 1/2. Inches. 5 md. followor. Diatos. Il be applied in such a way as to amist and framos. of fruoks?. Inch steel, the roof of No. 8 steel, sub- cod and rivested together.
DRAFT GEAR BALLAST in stiff PILOTS AND CAB stantil	Attached to Stee Type of coupler Type of draw rigglië, Type of buffers M Any ballast necessary nining the locomotive END STEPS Iron_pilota The sides and the er lly riveted to a fram and dimensions for	ol ond frames of to MOR Noke, twin aprings to obtain the specified weight w frame. will be holted to use of the cab will be built of M work of seed anging properly bu Steeple, 1750. Will.	nucks Italian above rall.84 1/2 inches. mad. Tollowor Dlaten. It be applied in such a way as to assist and frames of trucks? linch steel, the roof of No. 8 steel, sub- mod and riveted logsther to he med to del to del to del to del to del he med no del to del to del to del to del to del t
BALLAST in stiff PILOTS AND CAB	Attached toSte. Type of coupler Type of twe riggiog. Type of buffers Any ballast necessary. Any ballast necessary. END STEPS Iron_pilots. The sides and the er illy riveted to a fram and dimensions of each and ed. gndanded.	el and frames of the MMR Noke, twin aprings one. to obtain the specified weight w frame. will he holted to add of the cab will be built of is wrice discel angles properly br Steple type. will he caple type.	runks. 1. Market shows rail 34 1/2. inches. 3. mnd. followor. Diaton. If he applied in such a way as to assist and frames of trucks?. inch steel, the roof of No. 8 steel, sub- the media of which digether. h. media on M. 10. mid a. V. 9. 1. 9. 10 mg. with. Diatfor.
DRAFT GEAR BALLAST in stiff PILOTS AND CAB stanting Type 1 107	Attached to	el ond frames of to MOR Voke, twin apring one to obtain the specified weight w frame. will, he holited to de of the cab will be built of if a work of sect angles repres, wit this cach id. wide. x the side. x	unches Italian above rail 34 1/2 inches. a.m.d. followso 5laten iii be applied in such a way as to assist and framos of truckes iiich steel, the roof of No. 8 steel, sub- head and viveted together. h. medin o.ch 10. wid o. 3 9 8. 9. long with platfor
DRAFT OEAR BALLAST in siff PILOTS AND CAB stanti	Attached to Ste. Type of coupler Type of coupler Type of the right of the Type of buffers. Any ballast necessary nining the locomotive END STEPS IT ON 11 of the sides and the end of the type of type of type of the type of the type of type	el ond frames of to MOR Yoke, twin springs one re- ve obtain the specified weight w frame. will be builted to use of the cab will be built of M work of each angle preparty in Steanple Steanple Steanple Steanple and a f	nucks Iffeight above rall.54 1/2 inches. and followor Dlates. Blue applied in such a way as to assist and frames of truckss. inch steel, the roof of No. 8 steel, sub- cod and dreaded beginner and of X 9 8 9 9 1 none with platfor
DRAFT OEAR BALLAST in stiff PHLOTS AND CAB stantiary Type 1.24	Attached to Sto. Type of coupler Type of one virging in the property of the p	el ond frames of t	nucks Italian above rail 34 1/2 inches. Italian a
BALLAST In said PILOTS AND CAB standing 100 244	Attached to Ste. Type of coupler Type of coupler Type of the right of the Type of buffers. Any ballast necessary nining the locomotive END STEPS The sides and the end the step of the	el ond frames of to MOB Voke, twin apring: One / to obtain the specified weight w frame. will be builted to de of the cab will be built of is work of sect angies properly in bus each 6. wide x to sales will be of weed gisse too sales will be of weed gisse	unchen Tidight above rall.84 1/2 inches. s.mnd.70110007_51aton. Ill be applied in such a way as to assist and frames of trucked. Inch steel, the roof of No. 8 steel, sub- mord and riveted together. h.mcln.coh.10_w1do.19 2.1_91_100g.w1th.platfor dwith first quality double-thick glass. Tr. of main neab. 000011m;
DRAFT GEAR BALLAST in said PILOTS AND CAB standing 107 24'	Attached to Ste. Type of coupler Type of one virgible for your of the competer Any ballast necessary ning the locomotive EMD STEPS END STEPS IN ON. Pilota. The sides and the et uly riveted to a fram of dimensions of the competer The doors and wind will be located. In The doors and wind will be located. In The doors and wind will be located. In The The The doors and wind will be located. In The The The doors and wind The The The The doors and wind The	el ond frames of to MOB Yoke, twin aprings One to obtain the specified weight w frame. will he holted to were of seed anging properly by the case of the case of the case to the case of the case of the case to the case of the case of the case to componine or two or two or two two capponine of the case of	nucks It is a popied in such a way as to assist and frames of trucks and frames of trucks and frames of trucks and frames of trucks and diversel together be and diversel together and a frames of the frame and diversel together and a X 9 81.9" long with platfor d with first quality double-thick glass rg, of main cab. onesting
DRAFT OZAR BALLAST in said PILOTS AND CAB standia Typin 100 24'	Attached to Stee Type of complete	el ond frames of to MOB Voke, twin apring One / to obtain the specified weight w frame. will be builted to de of the cab will be built of is work of seed angies properly in Steeple Arpa, wild has each 6. wide w to sales will be of weed glass too sales will be of weed glass in a sales will be of no only in mean will be	nucks It is a popied in such a way as to assist and frames of trucks and frames of trucks and frames of trucks and frames of trucks and diversel together be and diversel together and a frames of the frame and diversel together and a X 9 81.9" long with platfor d with first quality double-thick glass rg, of main cab. onesting
BALLAST PILOTS AND CAB standing 100 241 Doorn	Attached to Stee Type of complete	el ond frames of to MOB Yoke, twin aprings One to obtain the specified weight w frame. will he holted to were of seed anging properly by the case of the case of the case to the case of the case of the case to the case of the case of the case to componine or two or two or two two capponine of the case of	unchen Tidight above rall.84 1/2 inches. s.mnd.70110007_51aton. Ill be applied in such a way as to assist and frames of trucked. Inch steel, the roof of No. 8 steel, sub- mord and riveted together. h.mcln.coh.10_w1do.19 2.1_91_100g.w1th.platfor dwith first quality double-thick glass. Tr. of main neab. 000011m;

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Appendit Sang Williams of

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	142	
	Spec. No	
130%	TOOLS AND FIXTURES	
position of the second	There will be provided a steel tool box with wrenches, hammer, chisels, packing tools, pinch	
and the second of the second o	har, oil cans, and flags according to the General Electric Co's standard list.	
property of the second	Sanders to be operated by air with valve at each seat.	
August and Committee	Bell with pneum tic ringer will be placed on end cab.	
a lead to the	Whistle operated by air will be provided.	
es planta.	WHEN MAIN AND AND AND AND AND AND AND AND AND AN	
sate de desert	1/4	
was factor of	AIR BRAKE EQUIPMENT General Electric Type LT- straight and automatic air	
200 0000 0	brake for double end operation will be provided.	
engreen slutsymated	brake for counte end operation will be provided.	
at of the second	Main reservoirs Two- 34" x 46" Air brake cylinder Four 8" dlamater.	
	Air brake cylinder FOUR 8" Glame tor.	
Capability agency	Air signal Will be provided.	
. to the second second		
and the second	AIR COMPRESSOR	
41 MB 4 11 14	There will be provided in the cab MO tox. Griven, air compressor, having a total	
	piston displacement of75cubic feet per minute when delivering air at a pressure of130	
	pounds per square inch and operating at \$000volts.	
and the state of the state of	history her adoute men and abstract and an advantage and a second and	
	MOTORS	
	Number Four Type GEZ-248- box frame geared, commuta-	
28387014	ting poic, motors, designed for operation on one works	
	Rating 350 amperes 300 volts. The motor is capable of carrying this	
	Rating 350 amperes 550 volts. The motor is capable of carrying this	
	rated load for One hour continuously with a rise in temperature of 75 deg. C. Supervison. On Extle and by motor nose on transom	
6 SE 186 - 186 - 18	Suspension on axie and by motor nose on transom	
	13	
	GEARS AND PINIONS	
	Gen ratio 3.78 Gen teeth 68 Pinion teeth 18	
	133 m. of formed steel	
	Gear forgod steel goar rims shrunk on hubs.	
	10	
15.642.34	CONTROL POWDWENT	
	"" single unit	
paragraphic		b 6
Bornella Carlo Strate	in series, series parallel and parallel with intermediate field	đ
Super-State (State ATC SE	in series, series paratter and baratter with interference	-
	ILOlocomotives may be operated in multiple.	
	Rheostats of sufficient capacity for the specified service will be provided and properly secured	
	and insulated.	
	Contactors of proper size to operate the power circuits will be included with Type M control.	
and a charge from the	If multiple unit operation is specified above, the necessary apparatus will be provided for	
authorise and a second	anatalling the legemetives from any master controller.	
and the state of t	At control apparatus and details thereof will be in accordance with the General Electric	
电电子 化二氯甲基甲基二氯甲	Company's standard practice unless otherwise specified and detailed as part of the contract.	
Addition cannot be	Company a standard process	
	134	
et e sage sale to MC	COLLECTING DEVICES There will be furnished	
"La and anything road!	There will be furnished	
فقيشيش عطلت	current atvolts from a trolley conductor located convections the florth	
And Table and All Park	suitable terminals will be supplied for connecting the flexible	
d. the - I method?		80
get gas car att	hottown tondor	
4	Da 6-617 - FORUME	
	(Page 2)	

frequencies an intent

Spec. No...-860-----LIGHTING AND MISCELLANEOUS EQUIPMENT FOR SYRVE GRANDS CHOOL Necessary lamps, switches, fuses and wiring for illuminating cab and gauges, and for headlights will be installed. Headlights 2- Multi incandescent headlights Heating apparatus.....Rone Ammeters and voltmeter will be conveniently located. COMMUNICATION AND A SECTION OF CAPACITY - See tables and ourves attached (Note.—The weight of train which the locomotive will handle continuously in actual service will depend on the grades, their length and frequency, number of stops, character of service, and other conditions which must be given in detail before guarantees can be made.) At the rated load of the motors the tractive effort of the locomotive will be pounds, the speed _____miles per hour and the total input ____amperes at _____ volts. At this rating the locomotive will operate a train of approximately......tons gross 5156699110 weight, including locomotive, running free on a grade ofper cent. The maximum instantaneous tractive effort for starting purposes will be pounds with a current of _____amperes per motor, assuming 25 per cent, coefficient of adhesion. The maximum speed on a level tangent track will be approximatelymiles per hour with a train of ______tons gross weight, assuming _____pounds per ton train resistanco. The maximum safe coasting speed will bemiles per hour. PAINTING AND LETTERING Cab and trucks will be primed and suitably painted, the exterior, color black, the interior green, with standard aluminum lettering but no other striping. Information on lettering to be furnished by the customer with the contract. a barries ettals level in BOLTS AND NUTS All bolt threads will be U. S. standard except where finer threads are necessary. The locomotive will be erected complete in running order at Schenestady subject ERECTION to the purchaser's inspection. PARISTORGIA appreciano The following texts will be made before eligence:

The following texts will be made before eligence:

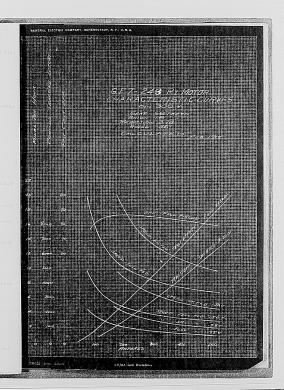
text on the assembled locomative, or on the individual part is necondance with standard specifications of the General Rectric Company, or of the A. L. S.

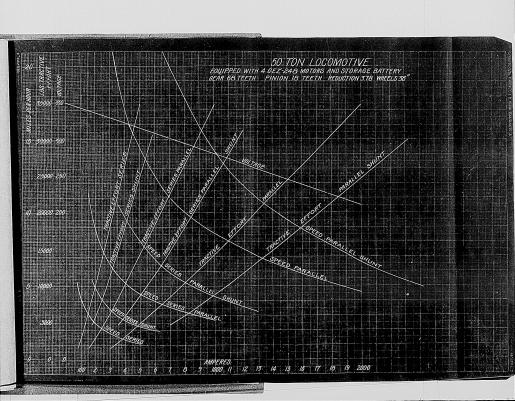
The contraction of the contraction of the Contraction of the General Rectric Company, or of the A. L. S.

The contraction of the Contraction of the Contraction of the General Rectric Company, or of the three conceives are made in proper effects that the connections are made in proper effects that the connections are made in proper effects and the contraction of TESTING DELIVERY The locomotive will be delivered on H.Y.O.&.H.R. HP.-tracks at Schenoctady If shipped on its own wheels, messenger will be required to accompany it to destination and care for bearings. Expense of messenger will be billed to purchaser at cost. Dotation and delivery are based on the homomive cauchy as specified above. Details of electrical or mechanical equipment to specified herein will be furnished in accordance with the electrical or mechanical equipment sundicate promodification of these specifications or details will entire a company's standard pre-modification of these specifications or details will entil a corresponding medicination in quotation and delivery. SECURE SPRINGERS Parish and the Specification prepared by 3.T.Dodd Fritchenung kulangan a Page (4)

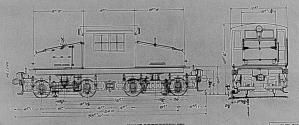
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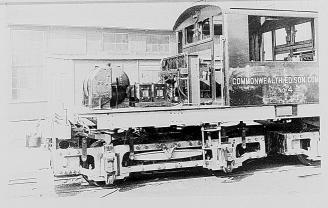


221020 0440-E-120-4 GE-207 LOCOMOTIVE INDEX E-316.31





221153





1012 0440-E-120-4 GE-207 ELECTRIC LOCOMOTIVE NO. 4 COMMONWEALTH EDISON COMPANY

Sydem ny. 7. 13/12. Thomas Edison Ery Mule Pack Hit. When a suitable staroge battery is constructed, faribly the residents in a black bounded by four streets will club together I build a large windwill in the back youd & when the wind blows ston up elictricity to be used for coaking, heating & lighting as disured In time, I fancy that steam as a matini four will largely by respected by Evergy directafed from the mitteer of chim-Can yur not, de icals. visis some way of havering such Lower?

The seeker of a weed days not develop the hours it should as it often revolves without getting any hold on the water.

Can you not rolen there there hadens?

Very repetity

Charles Preston

517. W. C nowloom It.

February 15, 1912.

Mr. Edison,-

I have the names and addresses of 558 registered steam vessels of the United States. I propose to write a booklet on the special subject of small storage battery plant to be charged in the daytime and to operate the electric lights of the vessel at night. Of course, white the vessels have not already electric lights, a little generator can be driven by the propeller shaft and will accomplish the result for charging.

Owing to my familiarity with marine conditions, I think I can get up a nice booklef for this, as soon as I get this advertising matter under way. I think it would be a good scheme to start this.

Hutch.

February 15, 1912.

Mr. Edison,-

There are 110,000 meter boats in use in the United States. Each one of them has some kind of battery for ignition, and a large majority of them have need for electric lights. None of the engines are self-starting. I suggest that we take up the self-starting matter with the motor boat manufacturers, and work out a proposition for them the same as we have for the automobiles. I also suggest that we go into the motor boat papers, with advertisements about April first.

Hutch.

Harry Milles Send this to Boxen Engineer Levi & indexen Say Wo E' wanted me to send the Enclosed account of a Little Experience he had made on his Anderson vehicle just for an

February 16th, 1912.

PRELIMITARY CALCULATIONS ON EDISON BATTERY REQUIRED FOR G. E. LOCOMOTIVES FOR I. C. R. R.

A. Passenger Locomotive, G.E. Specification #859

Conditions

To pull 500 ton trein 10 miles tax, speed on level 40 M P H.

Assumed Date

Motors in parallel with full field (combination V) assumed to be normal running combination.

	Average	Worst Condition
Tractive Effort, 1bs. Current, empercs Speak, miles per hour	4900 1100 32	30000 3900 13
Amp-hr. caracity of battery (C-type positive; or, 150 A-H	per a spin ri-	
Internal Resistance: .012 ohm .0016 ohm per S-type positive	per C-type po	eitive; or,

Normal Battery, 270 cells, type S-22 (5 x 3)

Capacity 3300 amp-hrs. or 1100 amp. for 3 hours.

Smell Battery, 278 cells, type S-15 (5 x 3)

Capacity 2250 cmp-hrs. or 1100 cmp. for 2.05 hours Av. voltage ~ 1100 cmp. (normal) 520 7. " ~ 3900 " (maximum) 228 70. of 10-mile trips per cherge, 6.5 Approx. volgeth, 62 toms " floor space (1" between cells) 265 sq.ft. " beight overall, 41 trahea.

B. Freight Locomotive, G.R. Specification 4860

Corditions

To pull 1000 ton train 10 miles Mex. speed on level 15 M P H.

Assumed Data

Motors in parallel with full field (combination V) assumed to be normal running combination.

	Average	"orst condition
Tractive Effort, Current, amperes Speed, miles per	710 11	30000 1770 5.3

Mormal Battery, 270 cells, type S-14 (5 x 3)

Capacity 2100 amp-hrs., or 710 amperes for 2.96 hrs. Av. voltage 2 710 amp. (normal) 320 (mexicum) 287 Mo. of 10-mile trips per oberge, 3.25 Approx. weight, 57 tons "floor space (1" between cells) 2/5 sq. ft. height overell, 41 inches

Smell Battery, 278 cells, type S-10 (5 x 3)

Capacity 1500 amp-hrs., or 710 amperes for 2.1 hours Av. voltage 7 710 amp. [normal] 520 amp. "1770 " [maximum] 275 fo. of 10-mile trips per charge, 2.5 Approx. weight, 45 tons "floor space (1" botwoon calls) 202 aq. ft. " holght overril, 41 inches.

A. H. HOWLAND S LOUDON ST. WORCESTER, MASS

aux Mrs

8 Loudon St., Worcester, Mass. Feb. 17th. 1912

Mr. Thomas Edison:

Dear Sir:

Our Lattery could be made Orange, N. J.

I have an electrically operated watch that I am troubled in finding a battery with a long enough life to make the watch available and write to enquire if you have anything of the kind?

The ordinary dry cell mixtures, in the small quantity required will furnish current for only about 17 days, while I desire a battery that will furnish current for 60, or more days, the longer the better.

The amount of current required is very slight, pas motion of the escapement, but as this motion takes place quite rapidly, once with each vibration of the escapement pawl, the volume of motions for 60 days, or more, is considerable.

The desired battery should be quite small, the smaller the better, so that it may be attached, perhaps, to the fob chain of the watch, or carried in a vest pocket opposite the watch pocket, with a connecting chain, with central bar for the front button hole, which ever style the person obtaining one might desire. As the large, space taking works of the ordinary watch will be eliminated in my movement, it might be possible, if the right battery were obtainable, to make the movements of the watch in a very thin shell and place the battery directly on the back thereof and make the total thickness not much, if any, in excess of many present spring movement watchs; this would be a Can you furnish me with such a battery? very desireable arrangement.

> Yours respectfully, Althorland

February 18, 1912.

Mr. Edison,-

I have just received a letter from

Mr. R. W. Clark,
Assistant Commercial Agent,
Minneapolis General Electric Co.,
Minneapolis, Minn.,

as follows:

"Mr. Ritern, Mr. Bee and yourself will be interested to know (if not already advised) that we have recently purchased three new electric trucks from three different builders, with Rdison Battery equipment. Confidentially, about a dozen more are to be purchased in the near future. Above purchased trucks are to be exhibiteded at the exposition of the General Vehicle Company get petroit, and Studebaken"

M. R. H.

Order 7.

Mr. Edison: -

The Doctor says I ought to tay off my feet for three or four days longer. It is nothing serious, just a slight wrener of the ankle.

cerium, just a single weapon of the shifts.

I am very survious to lutary you go over to the
General Vehicle Company I know just how
Mr. Wagoner and Mr. Alory feel, they have sold
in the neighborhood of \$150,000 worth (list)
for Edison Batteries in the lost thirty days

I know they would be the lost thirty days

I know they would be the lost thirty days

I know they would be the lost in the lost thirty days

I know they would be a looking over their plent; but
the main thing is for you to see their new chassis.

They have on the floor site-ton truck made
especially for Edison Batteries for S. Liobsam

& Son. Jack Ross or weller to S. Liobsam

& Son. Jack Ross or weller than and if you could
see your way clear to go over the first of the week
I think it would help the statustion a lot.

WGB/GPW.

Wy Stypiffer

February 19, 1912.

Mr. Hutchison: -

The status of the alleged infringement of our storage battery patents by the Newark concern is as follows:-

Mr. Robinson of the Banner Safety Lamp Company came out here on January 31st last and told us that the Hewark company was preparing to put on the market a nickel-iron storage battery very similar to or substantially the same as the Edison battery; that Mr. Hubbell of the Hewark company had certain patent applications allowed in October which would go to patent in March on a battery of this character; that only two of the new batteries had been made as yet; that \$20,000 was being spent in machinery, etc. for the manufacture of these batteries; and that the new batteries would probably not be put on the market until March. Mr. Robinson promised that he would keep us informed of any new developments in this matter. We can take no action until the new batteries are put on the market. In view of the likelihood of a nickel-iron storage battery very similar to the Edison battery being put out by this concern at an early date, Er. Dyer has instructed me to defer having the tests made on the Hubbell battery, that is, the silver-cadmium-mickel battery, and to hold the entire matter in abeyance until the new batteries are put on the market. Henry Lanahan

Mr. Edison,-

The following memorandum for your exclusive perusal.

"The day you were in, Courtney returned to the office, and put off his walk for the next day.

"I wanted to talk with you, but couldn't see any way to work it in.

The Riestric Storage Battery Company are getting quite excited about our specifying Edison Cells, especially for the ALABAMA. There is plonty of business in the Navy, but it needs working over. The Edison for secondary interior communication and telephone current supply is now going in fine shape, and is practically a recognized standard with us. Quess I told you we are shifting over the latest ships building to have this system. All this however, is too small to be interesting. It should be extended to an auxiliary lighting system, which would take in practically the wholeship for periods during action. We have that started by setting the example in dynamo and distribution room, and it is only a case of having the engineers demand for fire and engine-rooms, Ordmance officers for magazines, etc.

"This is not going good yet. It is better to go by a slow process, then there is no question as to Edison, and not especially designed room, etc., but not too slow. "This is only a start however, and what I wanted to talk with you about, is to pave the way for each turret to have a battery that it can operate independently of the rest of the ship. This should be worked up in Bureau of Ordnance, and have them forward it from Bureau of Steam Engineering. We would then have it included as an estimate for next year, and be included in the Naval Bill, and amount be assigned to that purpose. I am afraid my ideas exceed my patience in writing, so will wait till Issee you, and talk matters over.

"With best regards - - - -

Please destroy this immediately after reading.

Hutchison.

BATTERY . STORAGE -HOVERTISING (Spl.)

Pebruary 28, 1912.

Mr.Charles Edison, 6 Louisburg Square, Boston, Mass.

My dear Charles,-

I have your postal of Monday.

I think there must be something the matter, because I did not have any cloven voit laws, ordinarially, the Midson Batteries are shipped a discharged live the Midson Batteries are shipped angiest that you can be suffered to be suffered to be suffered that you had then turing get these charges, and then try your law the suffered to be suffered and it will saw if I can't thank you up a throw rott lawp. I don't think you will be able to buy such a low voltage lamp in Eggston.

with this Malling Separament. I show what's member from all over that these Army and the Courant sepring separate from all over that these Army and sey man in charge of are not arriving requisity. How has considerable experience in such light play. But I am afraid he is getting hoped in the courant separate the sailing separate the service of the separate separate the service of the service of

Things are certainly booming. After sending out over one hundred thousand of these Army and Mary Journal letters, we are send the benefits therefront, in addition, the raines are coming over nicely for signal hatteries. The Government has adopted the battery for a number of uses aboard ship, as standard equipment.

Your father made up his mind that the kind of "dope" I am patting out is a good kind, so he turned over to me the artist ederciteing and publicity end of the Storage Storage Goodpany. Took it out of McChaelovi's hands technesson got "acre" because I placeting a success with the advertising business, whereas they had not As a result, your father took the whole matter out of his

hands and forwarded it over here to me.

I have already contracted for two pages each week

in

Electrical World, Engineering and Mining Journal, Iron Age, Motor Age, The Automobile,

and one page weekly in the

Journal of Commerce,

of New York, I found, after getting into the matter; that we have been spending about a thousand dollars a month of some little 2 X 4 jerk-ratte papers, and vertising matter that would be not been. I went always for run of pages in all the next issues, so that you will see quite a widespread dissemination of information regarding the Edicon Battery very acon.

I am going to duplicate the letters that I have put into the area and lay low-rul, changing time to conform a constraint of the various papers to read a contraint of the various papers to be a contraint of the various papers to be a contraint of the various papers to be a contraint of the contr

entire bunch of printed matter for the Storage Sattery, getting compatitive bids from printers, included interpretage and the business into the hand of three business into the hand of the Newerk. I figure it out that this lyses reas and the man at the head of it has made coungh money at or your rather already, and propose to give anabody shee a short man at the head of the stabilisment is a friend or an energy at the proposed of the estabilisment is a friend or an energy.

The whole page in the Journal of Commerce will come out every Friday, It is directly opposite the editorial page. Keep your eyes akinned for it.

I am going out to Minneapolis on the fourteenth, to be present at the opening of the Riestrical Show there. Expect to deliver a lecture to the Minneapolis and St. Paul Branches of the Rational Riestric Light Association.

I am some busy!!!

Yours sincerely,



Dear Hutch. Lust got the batters in commission of fund that the lamp you set is 11 volts at burns dull red. of you have a 4" could you send me See what I cam do have. am no longer getti army + havy letters What is the matter? 9 understand this are booning. Do wite With best regards an Late. C.S.

3/1/12 in place a paper was rad before International The Congress, Twen, Staly, on Soun cell, by montpelier, a publisher, & Pans. Dr Sharp, of my Jesting Sato. ratory of great to it and entend In the minutes Sharp + Holand proportion a belle & the Paris paper most. And handation of mont. polices reply Holland Las the original leanolation tack or + PT Woday

Bottery Storage - Capal

Mabouni, 1912.

Mr. Dyer,-

I have a letter from Monnot, European Representative, from which I quote as follows:

"Regarding the found latery, it is not that I am not I am

M. R. HUTCHISON.

8/2/12 lation of the Sum pages on Chy two Diswar dough his my far teams into a fundate for the carry fund his outlined transming

PRESIDENT'S OFFICE

Memorandum

2054D

March 2, 1912.

Mr. Hutchinson:

I return you herewith translation of the article on the Gouin cell prepared by J. A. Montpellier, which I have read with interest.

Do you know what connection there is between Montrellier and Gouin, or in other words, how many of the statements in the article are based on self-interest?

In the case of litigation against the Couin cell in this country, this article will be very important in its admissions as to the mechanical construction and chemical reactions of the Couin cell.

Enc-

F.L.D. Hefor

March 2, 1912.

Mr. Edison,-

I think the best way to get the operating cost of the one ton truck from the Phonograph Works is to address a memorandum to some of the people down there, saying that you want it. I doubt whether the data has been kept in such shape as to be readily available, and I also doubt whether anyone else could get it but just yourself.

I would like to have this data as soon as possible, because I want to get the advertisement I explained to you to go into an early issue in some of the mediums we are using.

Hutch.

TELEPHONE 0280 (FA)

A. H. HOWLAND

ADDRESS REPLY TO

Worcester, Mass, Mar. 2,1912

Mr. Thomas Edison,

Dear Sir:

I beg to thank you for your favor of the estim. When, in a relation to the jelly battery referred to and to say that I have forwarded your letter to my Cousin, Mr. Karl V. S. Howland, Secy. of THE OUTLOK COMPAIX, New York, in hopes that he say find time to see you and, perhaps, persuade you to take up the matter, not only for our own uses, Mr. Karl being interested with me in the watch matter, but for the uses of others. My friend, Dr. J. C. Hubbard, Professor of Physics in Glark College, this City, with whom I have talked on the subject, says that they would be glad indeed if such a battery could be had, they now use small acid batteries in their research work and are troubled greatly by the leakage, which not only wastes the energy of the battery but injures articles with which it comes in contact in their laboratory.

I sincerely trust you may be able to do something in this line. Again thanking you for your reply I remain,

Yours respectfully,

AHHowland

Battery, Storage - Legal

PRESIDENT'S OFFICE Memorandum

2054D

March 4, 1912.

Mr. Hutchinson:

I return herewith letter 'rom Mr. James Lawrence and also the papers relating to the Gouin Battery.

I suggest that you keep me informed of any developments in this direction and if any avenut is made to market the Couin battery in the United States, obtain, if consible, a sample so that it may be examined and analyzed with the view of getting ready to bring suit.

Ordinarily a preliminary injunction cannot be secured until a putent has been sustained by the Courts, but there have been cases where this rule has not been followed.

FLD/IW

Enc-

auin misse Rhum har Astrumt

March 4, 1912.

Mr. Dyer,-

Your memo of Marchsecond received.

In view of the importance of this translation, I am having a copy made to be forwarded to you for your files.

. I know of no connection between Montpelier and Gouln, except that they are Montpelled Non-pelled of the Gouln cell, and I do not doubt but that there is some collusion between them

make an investigation through the regular commercial agency channels. Mr. Raison subscribes to the Proudfoot Commercial Agency of New York, and they are exceptionally going to thing. Perhaps you think these to call the Proudfoot Commercial Agency in on this matter.

M. R. HUTCHISON.

Mr. W. G. Bee:

I at last landed the Pennsylvania order as you know. Yesterday morning I telegraphed Mr. B. F. Wood, Asst. Eng. at Altoons, Pe. and at 12 o'clock not having received a reply, I took a train for Philadelphia.

Shortly after erriving in Mr. Parcher's, Asst. Purchasing Agent's office he was called on the phone from Attoons by Mr. Wood, and before the conversation was ended I was called in, and giver a long talk with Mr. Wood regarding our attitude on the 20% dissupplies of the conversation of the 20% dissupplies of the conversation of the 20% dissupplies of the conversation of the conversation of the 20% dissupplies of the conversation of the 20% dissupplies of the conversation of the 20% dissupplies of the

Mr. Poroher advised so that they were placing orders for 500 sets of batteries for 64 volts. This would seen with us 50 cells to the set. Hr. Poroher told se that if we would give then the 200 they would place with us an order root of the world give the the 200 they would place with us an order root of the set. The set of the se

This question is becoming more or less serious with the Pennsylvania, and while we may get more or less business from them is small lots, I doubt if they will ever give us any great amount of business, or at least will not do so for some time to come until the bettery has proven itself from every point of view to be superior to the lead.

As to the magnitude of husiness done by the Pennsylvenia, would refer you to the number of sets purchased by them during the scale davide. The scale davide the scale davide, they purchased 1,000 sets of 32 cells each, 300 campore hour lead betteries. These betteries they buy for approximately \$480.00 per set, whereas our price for the equivalent ampere hour capacity and voltage is \$1,300.00. You can, therefore, see that it is pretty hard work to get them to appreciate the full value of the Edison Battery, and especially the Purchasing Acent throws up his hands in horror when he sees that to prices.

Mr. Wood has made it his business during the past week, as he tail me to investigate a great many firms to whom we sold batteries and to whom we pave this 20%, and finding a musbor of such concerns hunging a smaller amount of meterial in dollars and cents than they might be inclined to give us, could not understand why we discriminated against them.

We have secured this order for 2500 A-8's and I am doubtful if we secure any more business this year, although I shall not stop trying to land anything that comes along, but it certainly is getting more difficult for no to explain to Mr. Wood why it is W.G.Bee Page #2 March 12th, 1912

that we are willing to lose money, this being the statement that I have made to him regerding all betteries sold at 20%, to these other customers, and continue to do so and not be willing to do the same for them.

I do not want you to feel that it is my desire to give this 200 discount, on the contrary I am only too glad to fight 200 discount, on the contrary I am only too glad to fight the contrary I am only to getting the price list I am haping the organisation to a firmer basis, but when you have an order offered you for some \$250,000 it makes you want to weap to have to let it go, knowing that other contrary perhaps buying less and printing getting the price of the contrary you want to protest.

H. G. Thompson.

HGT/GPW

March 21, 1912.

Mr. Thomas A. Edison, Fort Myers, Fla.

My dear Mr. Edison,-

Union, Clark did not succeed in getting a wire through to your house, for opening the Plackrical Show. It is just the same, however, as he arranged for the key to be closed at two o'clock by someone in the main office at Minneapolis. The closing of the key sounded a Mison, operated by Edison Storage Mattery, announcing to the Governor receipt of the formal opening signal, He thereupon closed the sattches and started the thing gedne. A messenger and the sattches and started the thing gedne. A messenger platform to your message, which might not people. They cheered veciforous their took him downstairs and got him to dictate his reply to you into a Mision Dictating Machine. Had the newspaper men on the job, and quite a few stories were the result.

Electrical Engineers at 2 P. M. Monday, having showed my date up from 3 P. M. Theeday, owing to the absence of some who was booked for 2 P. M. Monday. This enabled me to run down to St. Paul and after advensing the Mational Discritic Light Association, take the 11.30 P. M. train Monday for Orange, arriving sestricial Afterneon.

Sterage Battery throughout the Middle West. These advertisements we are putting in now are being very highly spoken of by everyone with when I have talked. A number of peoples in the audience at both of these meetings came up to extheir opinion on the subject. I have talked to the contact of the subject of the contact of the conta

I am enclosing letter from H. W. Balk.

which explains itself. Please give me your instructions in the matter.

to get things in shape so as to shable me to go on battle practice with the Fleet March 27th to April 5th, and possibly April 10, if I am able to get away that long. I won't go however, unless I have everything in good shape. This advertising comes shaed of everything clae.

you about.

I hope you have caught that fish I wrote

Hastily,

N. B. Note telegram from R. Y. Cadnus, Wireless Ship Enspector on the Pacific Coast. 187 miles in daylight is equivalent to about 350 miles at night. Pretty good inmication that Misson Storage Battery will displace all other batteries for wireless cervice. The lead cells in use do not give a range of over 100 miles at night. suggestion for quite easy to start the country. prepare equipping au of dealers in and also prepare Then , if Xra plants. satisfactory we would be territory. & seems

assigning specific tensitory for Country. Howe Lighting before sonding the above letter out, because many of ver friends are auxiously awaiting new on that subject.

It seems to me quite ideal that one man with require capital could handle both propositions in the same territory.

Whilearowaroff

aprie 17, 1912

[ATTACHMENT/ENCLOSURE]

Culte Address "Edison New York"

Trom the Laboratory Thomas A. Edison,

Orange, N.J. April 17th, 1912

Dear Sir:-

At the present time there is an exceptional opportunity for men of moderate capital to establish themselves in a reputable and continuing business which will afford a large per centage of profit on the money invested, with a minimum of risk.

with electric lighting outfits comprising Edison Storage Batteries, together with electric lamps for head, side and tail lights, as well as special examination lamp. The current from the batteries is also available for use for sparking and for operating a lizaron or sinilar horn.

After soliciting the customer the manner of conducting the business is to have the customer's car wired by a competent wiremen, and all the lights and betteries properly installed. The customer pays for the wiring, for any special fixtures he requires, and for the lamps, but not for the hatteries.

The batteries remain the permanent property of our Agent, and are placed in a steel box at some convenient place on the machine. This box is locked and the key retained by the Agent so that the batteries are under his control and cennot be maddled with

when the batteries run low in current the customer takes his machine to the Agent's place of business, where the box is opened, the exhausted batteries taken out and a new and rully observed set put in their places of the contract of the result of the place of the contract of the place of the contract of the contract

The Agent purchases the batteries from the Edison Storage Battery Company, and they are his property. He charges

the customer a monthly rental for the batteries, and, in addition, a charge for each exchange. It is in these charges that the Agent's profit consists, and it will be very evident that the Larger the number of customers, the greater the aggregate monthly earnings. The percentage of profit of one well managed concern has been shown to be 50% on the money invested, end, besides this, an additional income has been earned from the sale of lamps and other supplies.

A person going into this business would need to incur only a moderate rental for a store or other place. He would require a small charging plant consisting of engine and dynamo for recharging the batteries. The cost of such a plant complete would be but a few hundred collars. The engine might be of the gasoline type, and the whole plant might be of the gasoline type, and the whole plant might either employ eny wiresen or may make avrangements with a local contractor for wiring and installation of plants on automobiles.

We are prepared to license responsible persons to carry on this business in restricted territory with their own capital and on their own account. It will be against our policy to contract with any person for a large extent of territory at first, but we may be willing to extend their sphere of operation later if good results are shown.

In this letter we have used the term "Agents" to signify those with whom we may make such errangements, but such term has only been used for convenience of explanation. Any person whom we license to carry on the business above described would, in the conduct thereof, be acting on their own account and responsibility, and would not be regarded as representing our Company.

The above plan is not to be confounded with Country House Lighting by Edison Storage batteries, but the two propositions could be handled by one man in the same general territory, provided he had sufficient capital to do justice to both.

Yours very truly,

April 25th, 1912

Messrs. C. H. Wilson and Eckert:-

Mr. Edison wishes me to design a small table lamp for restaurants, cafes, etc., using small storage cells in the base of the lamp.

Kindly send through a requisition covering design and model for one Storage Battery Dining Table Jamp. In accordance with present understanding, this work will be part of the Thomas A. Edison, Inc. products, and we will buy the storage batteries required for the sample from the Storage Battery Company.

MIBle in

DMB/ES

CHIEF ENGINEER.

274 New Jaway towns 200-800

Mr. Edison;

I have been Mindsing over your plan of electric light for small towns and villages.

It occurs to me that it might be a good idea for us to comeans one State and see what sort of data we get.

Oleane need conversed taller and form for information cand.

Willeasowarfy

25/15

To the Mayor or Official Head of

Dear Sei; In fractically all the cities of our country and principal lowns of our country there are central stations supplying electric light to the residences and stones. There is towever, a large small fowns and villages having so populations not large mongh to accorded the investment that is required to instal and manitaini such central stations -Therefore, the inhabitants of such towns and villages cannot have the benefits of electric Eighting, no matter how much they may desire than,

I have devised a plan whereby the adventages of electric lighting many be afforded to Mise small communical and their enjoying a want that has long been fell in the more rural districts.

In order to proceed mitalligently I am desirous of collecting some statistics on to towns of having a propulation of 1500 and under, and shall be obliged if you will Kind & fill out the blanks on the embored can't and mail the same to me. ciny further information that you many volunteer on the subject will

be appreciated.

yours very long,

[ATTACHMENT/ENCLOSURE]

Band . To be addressed to J. a. E. and alanged with I sent along.

Name of town Stake
Copulation.
How your town an electric light clatice.

Free these clothic lights in towns?

The these clothic lights in towns?

"" in shoots?

when those many themes in town?

whee they street together or scattens?

The House how large an area is consert

any residence shiftied?

Would your people like to have electric light?

Remarks.

Battery Storage - Sub:

April 27, 1912.

Mr. Dyer .-

The following will interest you.

By invitation, I appeared before the General Board yesterday morning at eleven olclock in order that the proceedings might be regular and furthermore, to prevent going over the head of Commander Craven, I turned over the complete set of photographs to him on the trading long down, because of the complete set of photographs to him on the which we have been appeared to the complete of the complete set of

To say that they were delighted, expresses it but middly. Sach of them shock my hand warmly afmicongratulation of the Edison Organization. They claim the photographs will be of more assistance to them than we have any idea of . Furthermore, they especially enjoined me again to keep the entire matter continential.

While talking with them, I evolved a new form of projectile which, we think, will provent a shell from ricocheting. They were regression taken with the idea, and asked as the terminal form the province of the work of the property of the product of the province of the product of the product

Admiral Dewey, speaking for the Nary, asked me to convey their sarmest appreciation of the trouble we had been put to and the expense we had undergone in making these special photographs. In reply, I told him we had simply done so to prove that the Edison Organization was competent to do a great many things hereofore deemed impossible, and that the success attending the efforts in this photograph line was but a demonstration that our storage battery was worked out along the same line, or copt that it took eight be that in their minds there is no account that the Edison Battery is superior to any storage battery in the World, and that it is only a matter of time before it will enter very largely into Naval work. The entire board affirmed the assertion.

I then took up the matter of reserve wireless batteries with the Army and Wary, and will have to go to Washington again next Tuesday night for the purpose of detormining just how much money it will take to equip all Government vessels with reserve wireless having Edison Battery, I will then ask you to assist me in getting our Congressman to put in a request for an appropriation to cover such amount.

I departed at 2 P. M. for Annapolis, as the guest

of Supt. Gibbons and Captain Nalton. Addressed the Sendor Class and Commissioned Officers on the subject of Raison Storage Battery at sight P. M., illustrated by Lantern sides. Followed this up by a confidential description of the action of shells in flight, permission having been granted by the General Roard by telephone.

Following the battery lecture, I threw a photograph of Mr. Edison holding the storage battery, onto the screen, and the applause lasted for ten minutes.

After the No. 2 lecture on flight of shells in air, the boys became exceedingly enthusiastic.

I did not show slides of the shellsein flight as the General Board did not want me to do so.

The boys were aspecially anxious to see the film of life abourd ship, etc. which we showed in the Library, I told them that I would request of you that I be loaned one of these films to show them next week when I again visit the Academy. I will greatly appreciate it if you will give me a copy, as they have a very competent moving picture operator in the Academy, and on excellent machine.

This photograph proposition is the best advertisement the Edison Battery has ever had in the Navy, and I am taking particular care that the Battery is brought home to them very foreibly.

I expect to leave Tuesday evening, and will appreciate it if you will allow me to take the film to Annapolis.

Respectfully.

N. B. I turned over to Mr. Craven, the following:

2 rolls of positives made from the shell negatives, One complete set of photographs enlarged.

 $\,$ Am forwarding him today the remaining partial sets of photographs.

PRESIDENT'S OFFICE Memorandum

2100A

May 2, 1912

Mr. M. R. Hutchinson:

Referring ty your memorandum of the 27th ult., I shall probably it away when you go to Washington in connection with the matter of reserve batteries for wireless work on Government dessels.

Our Congress of from this district is Hon. E. W. Townsend, who is a personal friend of mine and who I am sure will be glad to be of any help to you in the way of having any proper bill introduced. I hand you herewith a letter of introduction to him.

Regarding the film showing life abroad ship, etc., I have requested Mr. Flimpton to let you have a copy of each reel if possible in order that they may be exhibited next week at the Academy. Please remember that these films have not been as yet released, so that the exhibtion should be confined to the Academy, and reported excluded if possible.

FLD/IWW

Enc-

F. L.

.. D. Grgr May 6, 1912.

Mr. Edison,

Since beginning this submarine cell development I have striven to avoid worrying you with details.

It is unfortunate that discussion of C-14 call should have arisen when I am unable to talk, and I furthermore do not vish to bother you with trifling details. But I don't like to be censured for seeming lack of attention to such an important thing as filling the call through water trapp.

By referring to witnessed and dated records of this water trap, originals with Legal Dopt and copy with me, you will find, under date of Jun. 57d., 1929.

in opening a vent when FILLING THROUGH TRAP. Partial filling may also be done through vent ---- to facilitate filling, as filling through trap a.one may be too slow.

Being pretty well occupied in this advertising campaign, I have not had the actual time to follow up on some of the tests Norton has been conducting, but he followed the same anyone with anyone with anyone that followed the followed the transfer of the water to wash back the potable.

I had intended designing a combination filler such as would allow note of the water to peak through the trap, and some through the other opening, so that while the water within the trap is rejentabled and diluted, the notwell filling of the cell would be facilitated. If holes large enough to permit of rapid filling through the trap are used, all the water in trap will be blown out on first explosion within.

Res ectfully.

Owko

ALFRED J. THOMPSON

SHEET MEMERICA EXPLORATION CO. VICE PREST, INFUSION STEEL PROCESS CO FOREIGN MINING & INVESTMENTS 60-H BROADWAY

NEW YORK, U.S.

Thomas A. Edison, Esq., Edison Laboratories, Orange, N.J.

I have been thinking along the lines of an attensive use of your battery and have called upon a firm of bankers with a view to financing the sanufacture of control of the control of the

I have suggested to them to put out bearing a thousand electric taxi-cabs and to the state of th in New York City a thousand electric taxi-cabs and have written the Baker Electric Vehicle Company for a conference regarding same.

If you think I should take this matter up with the Detroit people, I will do so.

Another feature which is very important but which I will not mention to anybody but you, is the fact that I think I could have the City Legal Tariff revised to such a figure that gasolene tazicabs would have to go out of business or use electrics,

I suppose you know that these are charged off in two years, as useless and they frequently go to the junk heap after one years service.

I have an appointment with John W.Lieb of the New York Edison Company this afternoon to get some data on what can be done regarding "charging rates".

Very truly yours,

AJT/G

W. M. Telegram Mr. F. E. bypene, Westingheouse E. & Du Co., Pattsbrigh, Pa. Cannot hendle railroad selvice balley mother by correspondence. Would suggest you come and for into it will me. Show a Edisfor Sent by Atthirth.

POSTAL TELEGRAPH COMMERCIAL CABLES CLARENCE II. MARIAN, PRINCIPLE Talaphore. Call

Reservance reason upon the manager to the terral to the terral te

32 NY N 20, 3 EX

East Pittsburg Pa May 25-12

nast Elechonic in hay no in

Thos A Edison,

West Orange NJ.

Referring your telegram today Advise what day next week I can see you regarding heavy railroad batteries.

Westinghouse Elec & Mfg CO

212P

Westinghouse Electric 1 Mifg Co
Pittsburg. Pa.
Come any day This
wick.

signed
J. a. Eclison

Via W. W. J. Co.

May. 27, 1912

On The Broken

Mr. Edison:- MEADOW CROFTMoy 27th, 1912,

Will you please write a personal note to Mr. J. Hewton Gunn, General Manager of the Studebaker corporation, betroit, Hich, inviting Mr. Gunn down to the Laboratory to talk with you battery equipment. You might mention that you understood from me that they maderated of the second of

I personally invited him down but I think it would bear some weight if you would drop him a note.

WGB/GPW.

MBu Oraftaletter

Copy Day Letter to Jak. - Janualiz.

Our grander C-14 ceils to Ersco. comes 380 WK mutial muchange capacity, 304 arrud of 1 year + 324 arrund 3 40. all punded our special instructions are Willoug. Russia wants kinn guaranteed capacity or sud 2 yes mider normal conditions, orecharge, The disaby nor blur 1 " Dring you think we are safe on Rating of 280 Ted 2 yes. Please mesum me Wo Ve Truckly

, W. U. night letter June Ecopo Haven, minn. not knowing life of cells have guaranteed Say we expect two eighty ampere hour will ten too Jean. (Signed) How. a. Edison. delivered after two

JIIN 2 4 1912

· BS prests

R. EDISON ON EXPLOSION IN YAOHT "CHRISTINA" LONDON, CONN., JUNE 21,1912.

long owned by Mr. P. C. Flatcher of Boston, designed by Gelov and Orr of New York City, and built by Puesy and Jones of Wilmington, Del. The lighting equipment consisting of an Edison Storage Sattery of 100 type A-S colls and a burbo-generator set, with switchboard, rhocotate, etc. was installed by warretand miller of milmington, Del.

after the Yale vs Havvard bost-races a terrific explosion in the lasaratte, or the compartment at the extreme stern, described the deach bakkled out the plates of the hall, and wrecked the attack-got to the root of the lasaratte, or the high and wrecked the attack-got to the front of the lasaratte, and the stack-got to the root of the lasaratte, and the stack-got to the stack got the stack g

I went to New London saturday noon after the explosion to investigate. Mr. Meeker of the Smith-Meeker Engage. On had gone on a train earlier. On board the "Christine" when I arrived were the owner, fir. P. C. Fletcher, two government impectors, arrived the captain of the boat, the hindrance adjuster, the captain of the boat, the chief engineer and others.

I was absolutely convinced that the explosion was due to the hydrogon and oxygen gases given off by the salteries during the but was unable to find anything to that yet the training to the explosion coursed to the comparison of the salteries during the salteries and been ignited. The explosion coursed salteries which was the comparison of the salteries in the lazarette comparable except injuries which were caused by upsetting of the trays from the concussion.

of the boat not allowing proper worklation for the battery, and secondarily neglect in not keeping open the small opening in the deak that was provided for ventilation. The laxarette comparism it may be account tight except for a hole about 18 incores the comparism it procedularly tight except for a hole about 18 incores comming for ventilation, but when the dook is washed down a tight brans plate is clumped in instead of the grating. On the day of the socident this brans plate is clumped in instead of the day while the battery was charging.

told me about the plate being in all age in a me and the the textrey had one out force at the being in all age in a me and that the textrey had one out force at the control of the control of the steading idle up to the textrey had been accorded to the compartment must have been very tight to retain the hydrogen gas, in explosive mixture as long as that. It she eliminates the betteries and electric circuit as a cause of igniting the gas, for evidently even if there had been a very bad contact comewner in the varing, this could have caused in truble

while no currentwas passing.

ignited by a spark due to fricktion at some point in the steering gear which was in the compartment with the batteries. There is nothing class in the compartment besides the batteries and stearing-gear except two small water tanks, a few carboys of water, and some spare colls of rope and despitecable.

of the similar explosion in W.K. vanderbilt's yacht, "Tarentula" a few years ago. The battery was of the lead acid type and i think they understood that the seme thing would have happened in the case of the 'Ontstaina' regardless of what type or betteries they were using.

the design of the yacht, which did not poride proper ventilation. Even the 18° hole, had it been impossible to close to 1 should say would have seen inadequate ventilation, as the the cate which approached on this point, as the cate of the proof without a second opening at the bottom. The Yacht architects should be approached on this point, as Mr. Mosker tells me that the majority of yachts have their betteries installed just like this one.

WEH..REP

W. E. Holland.

Cells Explode/2mostly idle, Especially with low solution Lighting cells so that the negatives come considerately above solution, that the large amount of Fe exposed would "Eat rip the oxygen in The space above Electrolyte slobbly mough, as concerns individual pockets, not to generate sufficient hear for explosion, and incidentally leave the pure Hydrogen less explosive hy reason of lack of oxygriv. On change the FeD would so changed back to Fe by capillary action with Electritytz.

Hany:

Dachman has a truste
that relongs to the Sabratry
thas him wont to
alrege them in Satting
works.

In I. Says to bil
this Strongs Butting in
this lines to when we
want to use it, we can
raw it wise with this jam
the Batting Company

MPAT

Sept. 12/12

[ATTACHMENT/ENCLOSURE]

B. Signer for offered

INTERNATIONAL ELECTROMOTIVE COMPANY

EXECUTIVE OFFICES

EXECUTIVE OFF

DETROIT, U. S. A.

Chicago, Sept. 5" 1912 .-

3710 Racine Ave.-

Deat %r.Meadowcroft:-Herewith I send you a brief supplemental

letter to Mg. Edison, which I trust will make matters more plain and clear for him, and in line more with what you told me, Viz. "to have what written him as brief, and clear as possible".-

This I have endeavored to do, and I will be more than obliged if you will kindly let me know if you get this 0.K.-

Yours Sincerely,

Solubernarkle

[ATTACHMENT/ENCLOSURE]

INTERNATIONAL ELECTROMOTIVE COMPANY EXECUTIVE OFFICES DETROIT, U. S. A.

Ghicago, Sept. 5" 1912.-3710 Racine Ave.-

Mr. Thomas A. Edison, Edison Laboratory, W. Orange, N.J.-

Dear Mr. Edison:-

Supplemental to my letter of Aug.17"
would like to state that if you can locate me at Detroit, and representing
anything of your Vintage (something like your Storage Battery preferred)
or Structures connected with it, such as Vehicles or Cars, I can surprise
you with what can quickly be accomplished.-

Such arrangement would place me where I could advantagously look after my other interests located there in the International Electromotive Company.

The nature of this Companies business being mutually kindred, would add materially to the Co-operative strength, and thus wonderfully enlarge the scope and possibilities of the business.

Should developments not be advanced enough to make an arrangement now, then a tentative understanding could be had that would prepare the business for an early advantageous start.

Hoping this may meet with your approval. I am

Yours Sincerely,

John Domankle

OMNITTEE

J. LERNET
TARK P. REDUCT
TOWN A. COMP.
W. A. COMP.
TOWN A. COM

The Chicago Association of Commerce Committee of Investigation on Smoke Abatement and Electrification of Railway Terminals

1333-1335 PEOPLES GAS BUILDING 122 MICHIGAN BOULEVARD TELEPHONE RAMBOLPH 4994 OFFICE OF CHIEF ENGINEER

Chicago September 13th, 3912.

Bles V was a stranger of

CONTROL ELECTRONAL
CHARACTER
SERVI C. BUHTT.
SERVI C. BUHTT.
SERVI CANTON
SERVI CANTON
SERVI CANTON
SERVI CANTON
SERVI CANTON
SERVI CONTROL
SE

OFFIGERS

JESSE HOLDOM,

T. E. DONNELLEY

Dear Sir:-

In the study of the feasibility of changing the motive power of the Chicago Reliuwy Terminals to Electricity or Other Power, we cannot overlook the use of storage battery loconotives. As you have done so much in the development of the storage battery, we would be glad to know whether at the present time you have in hand or know of the design or development of the storage battery, we would be glad to know whether at the present time you have in hand or know of the design or development of the storage has been and the which the storage has been appropriately and the storage of the stora

You will rescaber that we had some conversation about the adaptability of the buttery locative for switching service in the Chicage Railwey Terminals, when you were out here to attend the Byllesby banquart given in your honor, last January. After you went away there was considerable talk in the papers of the service of the considerable talk in the papers of multi-plane service, with the Illinois can of it and indeed we never knew what foundation there was for the newspaper reports.

Any information on this subject either as to what you may be doing or what is being done elsewhere will be appreciated.

Yours very truly,

Morney & Bury Chief Engineer.

Mr. Thos. A. Edison, Orange, N.J.

HGB-McC

There is no defficielly in nicking Clorage backer for coker, to do the terminal work I have just indded in a 3 car train Each car self propelled the train nealer 35 miles how tests were nealer 35 miles how tests were nealer 36 miles from ER OUT The Federal Storage Backery Car Co at shoer take uf who we my construct 2 train of 5 cars each for well go on Eric RR- you can with duct to the the Car Co for further information

Hutch Mildism Before I stop my Ath Journal letters, I think I will lace it with Whittnage + mad 3d are bunch, letting the exact norm why Edion Batting is nor heary used on 34 ans + 28-2957 anstorn cars. What do for say ? It would not do any good, I can give him account to a My howopage Reporter with morn of fact much do so before long

9/16/12

MwEdison -

Jexpect to leave for Sayton Widnesday P.M. to confer with the sayton Electrical Southerntones to re. Edison Butting for their self starter.

Inasmuch as they are
going to go note the subject.
very deeply, I think I I had better take I H. Smith
with me, with his curries or
for guck refunce.

Between one we can
about handle the situation.
Bodinarily I would find
safe in tackting of about
but a gran many thrown.
I dollars of business defour

Huten.

JOHN R. MARKLE, PASSIFFAT



CHICAGO OFFICE:

-- 3308 -SHEFFIELD AVENUE
TELEPHONE
LAKE VIEW 2405

ENSER FOR TRANSLATION AND TRANSMISSION SYSTEMS FOR PROPELLING ELECTROMOTIVES, INTERURBAN AND STREET GARS, MARINE CRAFT COMMERCIAL VENICLES AND AUTOMOBILES

CHICAGO, Chicago, Sept. 17" 1012. -

DETROIT, MICH

Dear Mr. Meadoweroft:I was pleased to receive your favot of Sept.12"
with information it gives me, but very sorry to learn of the sickness
of your good Wife.-

My experiences in this direction have been such as to enable me to fully appreciate your sorrow and truly feel that mutual interest and sympathy"that makes us all Akin", gladly waiting to be helpful where-ever the Privilege occurs.-

My wishes and hopes are that She will be quickly restored to good health again and live a long time. The most facinatingly beautiful silent influence, appeals to us from Flowers, ever cumforting and encouraging us while on our Pilgrimage through this life.

I feel sure you must have Flowers in abundance where you are located on Wark Street, Rome N.Y. and that Mrs. Meadoweroft is being materially favored and benefitted by their Expressions.

I inclose a brief note for Mr. Edison, which kindly give him.-

Yours Sincerely,

John Duane

Mr. John R. Markle. 3710 Racina Ave., Clicago, Ill,

have written ma in the load few weeks I would say these which the mountainty, proposition you advance is not a a great doal of witerest, I cannot see my way clear to hausta it in the marine you suggest. It great many opportunities have offered to become interested in sterical of a similarity as infortant natural since they conference of my storage battery has been assumed, but my communicate with the success of my storage battery has been assumed, but my communicate witness as already so great and waried that I have this to star

many words in the fire. No doubt you will be able to witness of the find the world find the strage bottom, and in that case they would find the strage bottom, a succeede part of the arrangement. But so for as

clear of all side issued, so as to

avoid the complexities that would

I can concerned, I am obligate to been out of mee mothers not continuational affecting my content myself with coing about to supply betterns to, to those who find use for them.

It is for similar reasons.

Had I have not allowed the

storage buttery business to become

burdened with the case of agencies. The have no agents for the sale of the storage bathery, as therefore our policy is to see direct to manufactures of automobiles. It, and to railroads. We have two or three young mere who go out from our office when occasion channels to spen an agency, as that would to oppen an agency, as that would to spen an action change are through our solute supplement the sale of the sale would the sale of the

Mu Edison Can't 2 sind Jour C-14 cells & Germany united of Jon C-8, Ja Lismans Strol Mr Kar, the C-14 culo, is is standard, and made parts would be necessary C-8 culo me an hand made ruster parts Stuck.

101677

Hutch
Lunat keep faith with framer about sending of C8 Cells to fox To deliver to Herman test Bureau (GovT) I total Elker Inith or Ballons 2 works ago to get them ready please allend

MWEd:son: There ordered Jun (4)-C14 Cells to be selected from a quantity + Jorned to maximum capacity. In Is shipped to Fox to be set up by him in the German Got. Fisting Burran ar Charlottenburg. This in response to your orders, and to carry out your fromise to Lisman Lisman has how notified accordingly Shipment will be made writin the next ten days. Hutch Out 7/12.

MEdison Juntal They need solling

TE. Rectifiers

I find we have 40 in Stock

-B + B +
1600 Units + parts for same

in Work

150 Cases Jn B = + B 4

MARK

A. I. CLYMER VAN WERT, OHIO

hus 10 His

Nr. Phones A. Edison, Orange, N. J.

Deer Nr. Edison:

Deer Nr. Edison:

Deer Nr. Edison:

I should like very much to see the Sations storage that the storage along the storage of the storage and the storage of the storage and the storage of the storage and the storage of the stora

Yours sincerely,

[ATTACHMENT/ENCLOSURE]

To Build Electric Line.

Ashtabula, O., Oct. 11.—Surveyors commenced work laying out a route for a new trolley line between this city and Conneaut via Kingaville. The company is backed by Kingaville men.

Mr Edison Please read Smiths my exulterer article or Paga 680 and continon No work the article in Page 684. Then decide -Which fatting would 10/21/1Mildren request of 6- a visito To be simpled to Mr. The Cadelax u. Clear on RY Contropor + object and milianger leadingful To Mr Glayer Jo · Trish Huran 10/21/12

10/26/12 The Edison-To munitary secret of 10% dissourt + 2% cont 10 days, to Elestric Book Cur & surgers Too fullies: 12 It They taken advantage of 2% - 14 days obattery Es. gover me 10% +2% and 10% For 5/15 3 Description of the Alexander Color and to formy in the maning amount Sund them my the fr the 12 Like

Mr. Edison 50 you authors functions (in of the new Wishingtonise 4 - C Vibrator rectificis for study and Price arm # 2500 2 - Down you think it advoable than the Winderwitten from ow a-c Restriction, and when same so passed, actach underwater tags ar 5 to point and to them ! Thave gove to considerable pains to explain to underwriters you are in sympathy with their places In protection of perfectly and that for do not appore of suncetitions Usvasing thin rules or gulatimes I think this policy will multo amorg um no many Mun 10/30/12

Mildren: All surs of Letters in 947 framal + other payons a compained the some of proper of the some of proper of the some of the some day the battery miles be competely, to a defent head that is how have been competely.

FALSE ECONOMY

LETTER NO. 26. APRIL 13, 1912.

Last week I saw a remarkable performance enacted—a performance which, if witnessed by the American Public, would ensure the Naval supremacy of the United States for all Time.

premacy of the United States for all Time.

I refer to Target Practice of the Fleet.

No roal man, with a drop of red blood in his veins, and a particle of appreciation of true merit, could deny the requests of such a Navy—requests not for personal emolument of individuals, but for the mere wherewithal to multiply and, if possible, improve on present World-beating performance—to have a fair show in the event of hostilities.

We read occasionally of the extreme accuracy performeries genery—of how it eclipses the performance of all other Powers; but to the average American citizen, already parfied up with elated diseas of American supremency in general, it means but little. He hasn't the slightest conception of the difficulties under which the results are achieved.

Place that pompous individual on the quarter deck of a towing ship, only 400 yards from a diminutive target 60 feet long by 30 feet high, and let him see the firing ship 15,000 yards-81/2 land miles-away, plant the first range shot only twenty yards short, ricochet through the target-a HIT under Battle conditions, and he begins to realize what it all means. He has stood for twenty-three seconds between the flash and the splash, knowing that an eight or a twelve inch shell is coming his way at the rate of two thousand feet a second, and that four hundred yard tow line has seemed to grow shorter as the seconds pass. But when he sees the result of the shot, he becomes so enthusiastic and has such confidence that he would willingly have the line shortened to one hundred yards. Another range shot, followed by a salvo, and the target has disappeared except for a mass of tangled wreekage!

Now let us analyze this performance in terms which the average layman can understand and

A range of 15,000 yards from a target 60 ft. long by 30 ft. high, is equivalent to 100 yards—rifle range—on a target 48 inches long by 2.8 inches high. That would be an easy shot for an expert marksman on land, but there is more to it.

The firing ship, under way, is pitching and rolling. The target, by reason of the usual haze, is barely perceptible, and is itself under way, rolling and pitching.

The powder must be kept at a predetermined temperature while stored in the magazine and until it reaches the gun. The range finders are not as accurate as they might be at 15,000 yards. The manipilation and firing of the gun depends upon the co-ordinate action of several men.

Put the best marksman in the world into a launch, send it ahead under proportionate speed through a moderate sea, and let him shoot at a moving target

4.8 inches long by 2.8 inches high, bobbing up and down, 100 yards away. I do not think he would be able to place his first shot 4.8 inches short and so it would ricochet through the target. I am perfectly sure I would not "observe" from the stern so of the towing boat, eight feet from the target.

Then when you come to placing eight riflemen in the launch and having them firing simultaneously at a given signal—the "observers" on the towing ship would cease to function, the coroner officiating in that capacity later.

in that elipsoly sixtu.

If there has just clause to he proad of the personnel to a just clause to he proad of the personnel to a just clause to he proad of the personnel to and equipment at its command, it is the Editors Storage Bastry Company, Yet there is not a machine or process in these Works or in the Works of the Militarde Edition Companies that can compare in efficiency to Modern Ordanusce. There is not a body of skilled mean that can hold a candle to the performance of the United States where the performance of the United Stat

As on the adverse conditions that obtain also As on business increases and the nee, say the more men and machines arise, our Congress—Thomas A. Editon—makes the appropriation and we keep albreast of the Times. But when the U. S. Army and Navy desire increased facilities and men to meet Foreign activities and to be commensurate with our increasing National wealth, they meet with a discouraging refusal.

The hasiless sunager who, through desire to about mail expenditures for the fixed year, about mail expenditures for the fixed year, deliberately defers installing much needed machines and other facilities readered necessity by increasing demand for the product, would find it impains the top procure, at a moment's notice, such facilities and machines, and would meet with severe examer from the Board of Directors for the loss of sales through examelled orders from instequence production.

The political party or parties that strive to show an artificial economy by neglecting to safeguard our National wealth and prestige will be severely censured by an indignant public, if occasion does arise for defending our homes and institutions, and the facilities are found inadequate.

As long as one man has use for another man's property, just so long will Nations go forth to war. Sonk beling the case, it does seem criminal to expect a hantam rooster to be matched against a game cock, even if the bantam one plant his spurs more accurately. Superior weight will, in time, overpower him. We have not reached the bantam cast yet, but if material change in present procedure is not enacted, we will be back to the unhatched egg

It would seem that a Nation that can and does spend hundreds of millions annually for candy, jewelry and other luxuries, should be able to build

class before very long.

and maintain a National Defense second to none. Present performance is comparable to the athlete who, in a 100 yard dash, runs like fury for 90 yards and suddenly stops when in a fair way to win the

I firmly believe that, when brought to a full partiation of present conditions, the level-headed, patriotic producers and business men of this Country will voluntarily contribute to a separate National Fund to increase and maintain our National Defense, independent of appropriations and warring

By Mr. Edition's direction, we have expended and rear still expending considerable time and money in experimental work for the Army and Nayv. A great deal of it lies outside of our commercial activities. The duty which called me to target practice, for instance, was far enrooted from any financial returns from a commercial standpoint. The technical knowledge and experimental facilities of the Edition Laboratory have been at the disposal of the Army and Navy for some time, without

We are doing this simply as a matter of insurance, because Mr. Edition argues that the best plant in the world can be put out of business by a few well aimed twelve-inch shells. He therefore believes in keeping them at a distance by men trained for that work and provided with adequate facilities.

SINCE THE MODIFICIO OF THEM SERIES OF LETTERS, WE MAY RECRUIT HUMBERS OF SUPPLIES AS TO WINDTHEN OR NOT PIET WOULD BE SOUND FOR BINTAMENTORY AS ANY PIETU, WE MAY INTERFORE DEGIBBO TO SIND EMPRINE'S OF THE FIRST SWEETLY
REAL LUTTERS AND THAT SHEETLY AND THE THEM TO WERE
PETERS IT A GRANT AND NAT' LITES. I WILL
RETERS IT A GRANT AND NAT' LITES. I WILL
LITES AND THE SECRET AND THE TWO WILL SHEET ADLITES AND THE SECRET. AND THE SECOND VOLVMENT
WILL POLLOW MENT PALL.

To be continued next week.

Notice—This is one continued story of 50 installments rehich began in the lasse of Oct. 21, 1911, of the AMMY ANN NAWY JOURNAL. To avoid repetition, I often refer to cuts previously shown. It is therefore desirable that each lasse of the AMMY ANN NAWY JOURNAL be filed for reference.

Respectfully,
MILLER REESE HUTCHISON,
Chicf Engineer and Personal Representative of

Thomas A. Edison.

EDISON STORAGE BATTERY COMPANY,

140 LAKESIDE AVENUE,

ORANGE, NJ.
DIGTATED TO THE EDISON DIGTATING MACHINE.

,

EDISON STORAGE BATTERY INSTRUCTIONS.

LETTER NO. 27. APRIL 20, 1012. TYPE "A" ARMY AND NAVY SPECIAL

INSPECTION ON ARRIVAL

All cells supplied on Government orders are stamped "A.N.S." (Army-Navy Special) on filler caps, having been especially constructed to meet

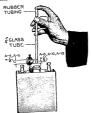
Army and Navy requirements When battery is unpacked, raise filler cap on each cell and determine if solution is at proper level.

Close cap after inspection. On Types A-4 and A-6 cells, level should be

one-half inch above plates. On Types A-8, A-10 and A-12, level of solution should be one-eighth inch above plates

If solution is low in any cells, hold entire battery out of service and advise us fully.

Despite precaution of packing and labelling, cases are sometimes capsized in transit, and solution spilled.



Quick Method of Determining Proper Level of Electrolyte CONNECTING

Connect positive (+) pole of end cell in one tray to the negative (-) pole of end cell in next tray,



Plan of Two Trays of Cells Pro-The mark + Stamped on Each Cell Denotes the Positi Pole. The Unmarked Pole is the Negative.

ELECTRICAL DATA.

ARMY AND NAVY JOURNAL. A-4 A-6 A-8 A-10 A-12 Capacity, ampere hours. . 150 225 300 375 450

Normal charge and discharge rates (amperes) 30 INITIAL CHARGE.

Charge twelve hours at normal rate when ready

NORMAL CHARGE. If battery has been practically discharged, the

normal charge is for seven hours at normal rate as above. Charging resistance should be adjusted from time to time to keep current normal. If this is impracticable, set resistance so that the current is about 50% above normal at the start. It should taper off by rise in battery voltage so that the average current will be at normal rate.

If battery is only half discharged, recharge for half of seven hours at normal rate; if only one quarter discharged, charge for a quarter of seven hours, etc.

The EDISON BATTERY can be put on charge at any time, without detriment, regardless of how much or how little of previous charge has been used. Also, it may be taken off charge and used at any time, regardless of whether it is fully charged or ROOSTING.

The battery may be "boosted" for

15 minutes at four times normal rate or 30 minutes at three times normal rate or 60 minutes at two times normal rate

thereby materially adding to the charge while vehicle is being loaded, or during dinner hour. OVERCHARGING Give battery an overcharge for twelve hours at

normal rate, thirty days and again sixty days after initial charge. Thereafter about every sixty days. LOW RATE CHARGING

To secure best results do not charge at less than normal rate at any time.

VENTILATION. Open battery compartment when charging

DISCHARGE. The size of cells used should be such that the continuous discharge does not exceed 25% above normal rate, for maximum efficiency WATERING

Renlenish cells with distilled water when neces sary, to keep solution level above tops of plates When replenishing is necessary, do so before charging.



Much time and labor is saved by using our Electric Filling Outfit for this purpose.

Fill the tank of same with distilled water. Insert nozzle into cell. If solution is at proper height, bell will ring. If not, press handle. Water will flow into cell. When bell rings, release handle and remove nozzle. Simple and rapid.

Be sure to close filler caps after filling or testing for solution level. Use only distilled water for replenishing solution. Copyright, 1912, by the Edison Storage Battery Company.

Never use any potash to replenish solution Never put acid into an Edison cell CHANGING SOLUTION

After about eight or nine months of continuous daily service, test solution with hydrometer after a full charge. If it reads below about 1.160, the solution should be changed.

A-4 A-6 A-8 A-10 A-12 Weight of solution to order

, 3 lbs, 4.5 lbs, 6 lbs, 7.9 lbs, 9.4 lbs. If you have, for example, 60 Type A-6 cells, you need 270 lbs, of electrolyte at 8 cents per lb., f.o.b.

for filling each

Orange, N.J. TO CHANGE SOLUTION.

Remove battery from compartment. Empty solution from cells by inverting tray. Do not spill solution onto caus or tray. Refill with new solution at ouce, using glass funnel, or syphon from drum into cell by rubber tube direct. Put on charge for

twelve hours at normal rate. CLEANLINESS.

The most important of all is that the cells and trays be kept CLEAN. The cans are of metal. If water, potash or dirt is allowed to collect on caus and tray, the cans will be injured. If kept clean, they will last for many years.

To clean, always remove battery from compartment. Use a jet of steam if available. If not, use compressed air.

Clean out compartment before replacing battery. BATTERY COMPARTMENT.

Be sure battery compartment is tight. CONNECTIONS When replacing trays after cleaning, clean tapered



Ast Cell with Filling Aperture Open A great many Edison Cells are in Army

nd Navy service. In some instances, the instructions have been misplaced.

I therefore decided that publication of the instructions would be opportune. It is seldom that a manufacturer of storage hatteries uses the instructions as an advertisement, but the Edison Storage Battery is different from all other storage latteries.

so why not establish a precedent? To be continued next week.

Notice.-This is one continued story of 52 installments which began in the Issue of Oct. 21, 1911, of the ARMY AND NAVY JOURNAL. To avoid repetition, I often refer to cuts previously shown. . It is therefore desirable that each Issue of the Anny and NAVY JOURNAL be filed for reference.

Respectfully, MILLER REESE HUTCHISON, Chief Engineer and Personal Representative of Thomas A. Edison

EDISON STORAGE BATTERY COMPANY, Do not spill water onto cells or trays at any time. 149 LAKESIDE AVENUE, ORANGE, N.J.

DICTATED TO THE EDISON DICTATING MACHINE.

11/1/12

Mildison -

I would like to make you a proposition to form a little crimpany of say, \$200,000 cash working capital, among a half dryw or so of my fruits. To pur the partial electic landews on the market. The Batting to to manufact this, the parties of market the parties, fully not liso than

*20,000 the pure to the product of the pure to the pure to the pure to the pure to the company and k guild by your jusquent in conducting some

This would not interface with my duties him - in fact would lighten them are I ne more or less to muchandust this product Kammertury is a good man in his

line low kuning withing of dealing with ancien business prople.

brancis prople. I thought such a small, conservatively run company interest appeal to you and

mumum amount of brings

10/1/12

por your

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Janoon OROF!

June Count later I up as I would

actuagosizo, present purchasens of self

of standary who we know our called Orange . K.f. in Lange ypartelis I have for several years been figuring on a Estarter for gasoline autimabile engines. I am a palarid man, Manager of a soull mour-facturing Company in another line of Junion. The invention involves the use of a storage battery. I have it developed to the point where a reliable patent attorney who is a munher of the american Society of Mechanical Engineers, reports after having made a careful search, that it is intirely novel and patentable. I desire to obtain that perportion of the remuneration and prestige to which I am justly entitled for conceiving the investion and pulling it into patentable shape, but want if possible to interest you in it because I know that would be a sure way of quaranting its mechanical , electrical and commercial success leath in securing a patent free from condition

and in manufacturing and marketing the device. I feel that this invention will appeal to you in two respects, first It will extend the market for your Storage battery, second, because an inopensine positive acting electrical starter, applicable to all cars, and therfore not dependent on its adaption by antomobile tenders, would be an important montion worthy of your attention. I mean it can be made and sald to the public direct, and installed one any make of car. My proposition to you, in brief, is to assign the U.S. application to you in return for a royalty contract, and if foreign potents are taken, to do the same unth them, you to pay all expenses and developed not so you all expenses and develope and market the invention , or develope it and I will find a competitud firm to market it, as you prefer. I would also chaut the same under-- standing to apply to auxillory inventions which Inight grow and of the original. extent of being inling to start with the U. S. application. I will advise my attorney to open cover pondance with you and get the matter under may. I am certain that it is so simple and sure to aperate satisfactionly from the girat, if properly constructed, and with your suggestions as to putting it into Granton Shape, that a sample machine could be gatter ready in ample time for exhibit at the Midwanter automatice Shaws in Ken fork and chicago, if it was deemed advisable to do so. an early reply will things aus Very Tomby man Houther 5642 Washington av. Chicken. P.S. Osto the financial arrangement if there is my other plan you want prefer to the one I have enggated I will gladly consider it, but I have not the means to undertake the postering and developing my self.

BATTERY, STURNED Hutch MuEdison-I can't seem to find anyone who knows augting about the Bresut Status of that their while Kelsey motoratte WE put a battery & motor on it but for some reason the experiment seems thave slopped. The machine is here and if we are not to go ahead with in Swould like instructions Awhar town with or Huren 11/6/12 Bran Knacov about it Tunderstand the Compan Purted The Conger Exist. you better fundant of our Dein about it, also its Mq - WE should take our Motor, Balling ala out -

Character 6182

P.B.SHAW PENNSUMANIA BUILDING MEALTH OF GROFT PHILADELPHIA, PA.

November 9th, 1912.
Contidential. Then Haw - It is certainly very
Considertial. Then that only 10 minutes
Curron that only to
1 am & repended weren lander
Hr. Thomas A. Edison, before y expenses your letter
Orange, N. J.
Dear Mr. Edison:
when I was over to see you some months ago, not backlang to storage batteries, I beg to say I the
lating to storage batteries, I beg to say I The
have a party with one Million Dollars REAL MONEY, who I know will consider favorably any
proposition I may submit looking to its invest-
proposition I may submit looking to its invest- ment.
Storage Batteries? I received the Market
if this duggestion strikes you /
favorably, advise me promptly and I will go over to the Laboratory to talk the matter over
over to the Laboratory to talk the matter over with you. Y have analyse them
In the meantime, please consider
In the meantime, please consider the subject strictly personal and confidentially with the subject str
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Botel Meber dear Vis: horse power. to persup comper tanks and Thus Compressed air a dynamo, a electricity light and probably heat farm houses, All this world be a great saving of coal ref only to combined it. I will this plan in your opinion would be practical. Vancasti Hotel Welsen

Mr Edward Retter go down to legal digit is the Chard the water Character of and on account of proportion to and the take breek the wages fan him the those fand on account and Commission on the role made in the territory. He wants and Commission on the role made in the territory. He wants are the contract with us by everything. Instrumed as he heads had autract with us by returning the demonstrating larger higher experition of contract of contract grey than or fanguage compliances he happeter that let us out of fraging compliances he happeter that let us out of fraging compliances he happeter that the contract grey him williams thereby provide he happeter will along it along a Little wanting will hat be been ask. I since sould

Dear Mr. Mindowerseft Sundentral to the transfer that the transfer to the tran -int and it that he tapt so. Mune it is! Mothering for the suplant of the experience of the experience of according your Street.







Do for havnt (comes 31, 1912.

while to get weight Lower than 16 water pen lis on Long Cha Mr. Thomas A. Edisor Urange, N. J.

Dear Sir:-

I am writing to you with the knowledge that you probably receive hundreds of communications asking idle destions, but am going to ask information on a point which I define is of great importance, and which you alone can analyze. Mr. George Slaymaker, an engineer for the Detroit

Edison too, told me that in a conversation with you sport year or so ago, you made the statement to the effort that you were bringing out a light weight storage cell much lighter than your present mickel-iron couple.

If this be so, we can use them in quantites. Last year I did some experimenting with the electric motor cycle but it proved impractical even with the Edison alkali battery out it proved impreciate even when the related Blast bactery because the wath how output per pound was too low. If however there is a practical cell which will give say twice the atput per unit of weight, we would take up this metter again and are confident that the electric motor cycle would prove a tremendous success.

realize that this cell is not on the market or i should about it. What I would like to to know is, when will it be put on the market, what are its operating characteristics, could 1 obtain a sample for testing, and what will be about the market prices?

Could I trouble you to answer this in a brief sentence or two through your secretary?

Thanking you sincerely, I remain yours truly,

George S. Jowan.

This ofanization Is carry a tijowas campaiga for turne a faturent in H. Louis our other unt serious proflems we have to The riport- was bron for to us last winter, that you had invented a Itrage fattery to be used in lies institus, which was & to installed by the Illinois Central in Chica to. you have done to wuch for the mit through your wonderful injentions, that we are wow bothing I' In to solve The

OFFICERS
Mrs. Errors R. Kooget, President
Vice-President
Miss Mary E. Peny,

WOMEN'S ORGANIZATION

FOR

SMOKE ABATEMENT IN ST. LOUIS

ROOMS OF THE WEDNESDAY CLUB

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Mrs. Groep D. Markhan
Mrs. Willy N. Moner

surre question which is been inf a menace to health to franty, o to all the Tilher Standards I living. The economic mate is enomeras - the harden I lip is tripled by the same o aus-Can por un- Tup us 2 an answer will be preatty appreliated Jours very bruly (Mrs) M. Ames Cushman Cn. Sucy 484 Vake live

dulch -LOE should Encourage Their amply bing Their includions so a lot of necessary things will be left out, that they can be Gooded at high rate Ele In toying to knock us o untile is their lacelling will orecewa less accenting they were be used nougher a the End well be that it will desquest reagle with the land buttery & occhowned to our confel

Halland & Sunth Part me on This MuEd 15 on: Our campaign was The result of the misleading asser. Tims of many lead batting and wille manufactures. was, and now our "friendly witerst" Sent Vehicle grand is bring compeled to pro in Edism Battinis where he would have pour on the lead battery for reasons industrial people continue a pur owt lying information "Comparationly" Thin salesmin, Done see woman for us to cease our activity the public know

him for to crushor our ass and make m "prove up" two min they have not don't so. This made such meto of or when they that then are mor to tan wings our customis. I have let up on them somewhat already har down ful as it attitude a passiva

Medison: Thur is sample of workly minutes or 1/4" masterne production. for can see how midly A Studen inp on all parts + promo The committee of KnoHuck,

Smith - The Cases of a least 100 Willing Galling or wo work and your wa Joh was then the fellow the miles when I said district 5 Musis Erdescheer, soul Ilm. aconcer and ron a track which t day or a complete age of colony 300 days for gar x 2 600 cgkes July an at for motoring 300 colt = 360 wall to .. 300 x 2 = 720 mail in 110 por day 720 x 1200 day = 864 K.W Hrs. 264 the franciste at subly 864 200 per K. W. Hr referen But at the red of 4 ye We guesseld sat I chfull Il is revenuelle They proce No well Color + 9 40 00 1200, 2 and your ley petel sife to Dhunger, 02 pm t. W. Ar no the deport to always.

a best falling out on that was DV AVE WELL DOLY TELOPS 360 West hours of want com =13 2 maganite to a glass If we day, a lend latting In two while discher some 24 times (which it wast strend) the ceast ally med only work I year, ar a minx man. 216 How the of send chitry or a cont who right you as against 24/p. Edw. K. 1296 K W. Hrs on & years Stoom = 2600 Howalawy A Troops

MEADOW CROFT Having accepted the proposed to become front from to of an Electric Vehicle Truck and been accorded the leading parit. with the broken to di that the relation is to be mointained in the organization When addeded it is us to me to get being - very tring and prove the window of my selection I have alread, beginn Lest aim badly hounds expedit by last of Cash to care for Even the most ordinary explained, it is this loudition in fact that has operated to prevent my accepting Other openings diving the part Two years The present is honever the least exacting and the opportunity the most potential that ha yet confronted me Most to Them this out too smuch lit come The P.S. at once I want to raise 1,000 = Jan Jasure to whom I own very much will Stand for a fair portion of This - the will be with me on Tourney when I would like to to all to the him what you will els. The is not a burner unestment but first a love of my fine and machines that my new years on they not be it.

Trumpies La coed his run Tabe Lumming to an anti es & group of Condina rufor The 250,000 and I am quite Competerer Mat Dear Gant on Rountly from The tight that though the is the has Cataly reference this nullingen to now - turn his alleration to the delicher of one much Resell Frequenting Come which the Chain, the has their daine some Minking So & am Whichwork to hand The Grabling on to him though returning en Continued in it - as I am sex transity You could get " Sow in Tryck Howarday, for anything sow as Early as " The House industrial Continuing So I propose to shift my have of Operation, and I can already promised the suprant it the most influented fiction in the particular love in house The 4 E. dike ginnell find it not to their best dilevest to the too Client sountified with a Single Constitute So they are read, to drop the Grand Vehicle Co - Insues theory To an dite disposed as region to walk. Co - you bound the dandon to

Ill los every when are direction the dividapmental of the Electric Valida the manyor of the most of three and There of Misse or less friendlines lorger in formand & do no Jelanov. this with a string by Lehing me I can winderen Extralish in their respective and as Contribute Francis and Spring roll I file the This is the best - + probable. They had - chance of Shrowing that Johnson con char book - and effect that and I am note and Willing to much an snanking of personal Comport or butit that Mrs. the demanded by me Chenn Forthere

BATTIERY-STORAGE (19125)

Ruletin states:

" In pechaging -Fe 30+ +8K +40+12 = 3Fe + 8KON (reptin) 3M 30+ +8(0+4) = 6 NiO2+4H20 (pecitin)

That is that the negative is reduced to the lowest persulue state was Fre and that the positive is oxidized to the lighest state was nion

The perence process is awaharging and livelitin states on this:

3 Te + 8(0H) = Te 30, + 4 H20 (negative) 6M O2 + 8K + 4 H20 = 2 M304 + 8 KOH (proctive)

This nears that as a reverse process The negative is as highly axidized as possible and (assuming equal

capacity for paritive and regitive plates the positive is reduced to the greatest possible attent.

Dince then The negative can not be further existing - when current is but through the cell in a neverse direction there is no more meterial for the oxygen general to to write

with out it can only be

and since it and can be only evolved as gaseous H.

agadged to the greatest possible extent) can only escape as gaseous oxygen and the Hydrogen cumularly resulting from the electron of the 1420, can only the evolved as gaseous Hydrogen since the material of the positive plate 'can not be further reduced or in other words othere is nothing left for the hydrogen to unite It Thus follows from an inspection of the electrochemical formula for the action of the Darson battery that when is completely discharged, The further sending of current through it in al relierse direction evil result in the discharge of gaseous oxygen and hydrogen from the negative and positive bales in practically the proportion 040 and 214.

we beg to inform you that we are able to carry out the fetquired exemination of your new accumulator in our Testing Department. This examination would concern the following points:

- Voltage variation during charge and discharge
 - . The capacity of the accumulator
- a- On high rate discharge
- Ampere-hour and watt-hour efficiency
- . The action of the electrolyte
- 5. The internal resistance
- Life of the accumulator

would need about eight days time, as the cells have to be charged and discharged several times. The life could not provide a process of the cells are to be could not provide a process. The process in the could not be regarded as a thorough and sufficient examination. We think the best ways to determine the life would be by use in actual sorvice. For the consinction treat, in case suggest you cond us several cells, at least three would be used to suggest you cond us several cells, at least three.

The costs would be as follows:

For point 1 & 2, including the necessary formation treatment of the cells, about 30 Marks

		0		-			10	
n	п	4	"	n	т	п	5	"

Awaiting the favor of your reply, we are

Yours truly,

Edison General File Series 1912. Battery, Storage - Country House Lighting (E-12-10)

This folder contains correspondence and other documents relating to the storage battery as a power source in Edison's "Country House Lighting System"—a plan to illuminate rural homes located beyond gas and electric mains. Among the documents for 1912 are correspondence with potential agents, including items bearing Edison marginalia, and an undated handwritten list by Edison concerning the establishment of agencies. Also included are letters pertaining to proposed installations, pricing strategies, and commercial promotion, along with an undated schematic drawing of the controller, reversing switch, wiring, and other elements of the system. The correspondents include William G. Bee, Jerry T. Chesler, and other employees of the Edison Storage Battery Co.; Edison's personal representative and chief engineer Miller Reese Hutchison; and longtime Edison associate Rohert T I Lozier.

Approximately 80 percent of the documents have been selected. The unselected material consists primarily of letters of inquiry concerning agencies.

February 7, 1912.

Mr. Edison,-

I am sending you herewith, manuscript off booklet on houselighting.

Read this over, and if it suits you, kindly initial it and return to me, so that when I get back from Weat Point Friday morning, I can get busy on the rest of the booklet.

M. R. H.

Mr. Edison,-

Herewith bulletin for house lighting.

You will notice I have made no mention whatever of price, nor have I cited a plant of any definite size. My reason for this is:

No man is going to sit down and order an electric light plant right off the bat, without exchanging two or three letters. What a salesman wants to do first, is to enthuse the customer. He wants to lead him, step by step, until he gets him so thoroughly enthused with the idea that he just must have an electric plant, that the matter of price cuts very little figure. When prices are included in catalogues of this nature, the female side of the house, whose enthusiasm is seldom in proportion to the initial enthusiasm of the male, usually puts her foot down on the expenditure of such a relatively large amount of money for "newfangled things". But when "father" has fortified himself with two or three letters, in addition to the original catalogue, he can easily become a sales representative of our Company in that, through sheer bull-headedness and pride, he feels called upon to convert the "old lady" to his way of thinking.

It seems to me we should select a competent electrician in each locality, to whom we can turn over these jobs of figuring out the location of lights, and installing the wiring. A farmer cannot string wires that will pass insurance inspection, and if he calls on an electrician who has been subsidized by the lead battery people, we may lose the sale. It seems like a lot of trouble to go to, to sell a few batteries in each place, but as we have to play with white ghips while the blue ones are develoging, Anything worth doing at all is worth doing well.

I think that when we get an inquiry from any locality, we ought to sit right down and write to the electrician that is rated the highest, and make him a proposition that we will recommend him for the job, if he will look out for our interests.

Of course, where we have people who are financially interested in the proposition, as those people who have called here who seem to be willing to take it up, they can root for us and select the electrician. I think, however, the matter will resolve itself into our conducting the business from the Factory, in the majority of cases.

Hutch.

E. C. HOWLETT, BROKER.

GRAIN AND FEED CHAMBER OF COMMERCE

LOCAL AND LONG DISTANCE TELEPHONE

BOSTON, MASS Marguet 19th 1912

Mr. Thomas A. Edison. Orange, M. J.

Dear Sir. -

Some time ago, we had some correspondence with

you shout my taking hold of your Storage Battery for lighting. I got a very nice letter from you and it looked as though there was going to be some chance for business, but I waited very patiently to hear something further from you and got nothing until I wrote you again and got a reply that you were fitting up a house that would be a good chance to inspect the workings of, etc.

Since that time, I have written you several letters and marked them personal, but I invariably get replies from somebody else, evading the question in point. I am rather anxious to do something with the matter, if there is any chance to do it and I would like very much to hear from you.

Since I wrote you last, I have been out to the old Farm at Berlin Heights where my old sister was quite ill and I am more anxious now than ever to buy the old place.

I sincerely hope that we can arrange this lighting deal so that it will make some money. I should like very much indeed to come and see you and I will do so any time you say you are ready to see me. I would be glad to have you either write or wire me and I will come on short notice.

ECH/FAH

Very truly yours

y yours, BNMOxidett

the source of the work

the source of the throat

top is one of the throat

for

TEST ON LIGHTING SYSTEM

TH EDISON STORAGE BATTERY CO. HOUSE

Started charging the battory at 6 A.M. and charged until 1 o'clock P.M. Then immediately after charge I started a discharge on the battery of 44, 30 volt Mazda lamps, and taking voltage readings of both charge and discharge overy half hour.

The gasoline tank holds 3-1/2 gallons; at the end The gasoline trulk holds 5-1/2 gallons; at the end of the seven hours cherging there was I quart 16ft, hering used 3 gallons and I quart; 6 gallons of water, of which 4-1/2 gallons were used after 5 hours of charging, so 1-1/2 gallons more were put in, raking a total of 6 gallons. The cylinder oil cup was centical at the end of the 4-1/2 hours of charging and was refilled, and used non-half of fait at the end of, seven hours. The commecting rol oil cup was non-yillad none for the seven hours.

The voltage of battery before starting the charging was 21, and as soon as the current of 30 amperes was on the battery. the voltage rose to 47. At the end of 7 hours the voltage with 30 amperes charge was 52 with charging current on.

The following is the voltage readings of every 1/2 hour, with 44 lamps burning -- The voltage before putting on the load was 42.

Battery voltage 28 4 Points of resistance in on regulator.

Battery voltage 29 1 Point of resistance in on regulator

2.00 P. M.

Battery voltage 27
1 Point of resistance in on regulator

2.30 P. M.

Battery voltage 29 Regulator arm on last point of resistance

3.00 P. M.
Battery Voltage 27
Regulator resistance all out

3.30 P. H. Battery voltage 25-1/2

4.00 P. H. Battery voltage 23-1/2

4.10 F. M. The voltmeter is not steady and the lamps flicker up and down.

4.30 P. H. Battery voltage 21

5.00 P. M. Battery voltage 20

5.30 P. M. Battery voltage 19

6.00 P. M. Battery voltage 13

The voltmeter leads are out in the line after the regulator and there is some drop in the wiring, but after 2 hours of discharge, the actual voltage directly across the battery is 28, and at the and of 5 hours discharge, the actual voltage across the battery was 14 volts.

It may be that after such a complete charge and discharge for 3 days the battery will show better results.

C.A. Poyer

I am going to duplicate same test for 3 days

C.A.P.

El Haver

THUR ON LIGHTING SYSTEM

IN EDISON STORAGE BATTHEY CO. HOUSE

of charging the eaglest test of the system. In some house of charging, the eaglest used 3 gallons of genetics, 6-1/2 gallons of mater, and 1/2 pint of cylinder oil. The voltage at the beginning of charging mat 42 with charging current on and 36 volts without charging current on. At the end of 7 hours of charging current on use 40-1/2. While charging of interpret with charging current on man 40-1/2. While charging the beautiful the circuit broader throw out, and then the engine started up again and 1 pit in the circuit broader. The only way I can account for it, in that a little piece of canad or seastful like that get in the gasoline and atopped the carbon transcript opporty in the noade without the gasoline did

The following is the discharge, reading every helf hour, burning 44, 30 volt Hazde lamps -- The voltmeter readings are across the lamps circuit.

1.00 P. H.

Voltage of Battery 27 Amperes taken by 44 lamps - 27 Regulator resistance 4 points in

1.30 P. E.

Volts 28-1/2 Amperes 28 Regulator resistance 2 points in

2.00 P. H.

Volts 30 Amperes 29 Regulator resistance 1 point in

2.30 P. H. Volts 30-1/2

Amperes 29-1/4 Regulator resistance on last point

3.00 P. N. Volts 30

Amperes 29 Regulator resistance all out

The voltage directly across the battery after 2 hours discharge is 31 volts compared with 28 volts for yesterday.

3.30 P. H. Volts 28

4.00 P. M. Volts 27 Amperes 27-1/2

A slight flicker was noticed in the lamps, but did not last long.

4.30 P. M. Volts 25 Amperes 26

5.00 P. M. Volts 23 Ampores 29-1/2

5.30 P. H. Volts 21 Amperes 23-1/2

6.00 P. M. Volts 20-1/2 Amperes 23

The actual voltage directly across buttery with discharge load is 28-1/2 compered with 14 for yestorday's test. The bettery voltage is botter thun yestorday and a magning to make same test to-morrow again, and expect better results than this.

C. A. Poyer.

16 pour

REPORT ON COUNTRY HOUSE LIGHTING PROPOSITION

FOR MR. DINVIDDIE AT METUCHEN, N. J.

The buildings to be lighted by electricity consist of hen houses, brooder houses, incubator and dwelling.

The complete distribution will consist of 100 downtt tungeten lamps, and 1-1/2 horse poler in motors. The average lump lead at any one time will not exceed 30 lights, while the motors will only be operated during the day when the generator is running, and, therefore, one he telem directly off the dynamo. The lighting will average about three hourse daily.

The longest run from the batteries will be to the incubators, a distance of 450 feet. This run is to feed 15 lames with an average of two or three being lighted at one time.

From the same engine which is to drive the dyname, a machine and carpenter shop is to be driven. This shop will require about 7-1/2 horse power. The power mill be taken direct from engine and, therefore, will not interfere with our apparatus.

for Directed is at present using the Public Service for light and power, and naturally wants to 'now what the saving will be in generating his own current. He will probably book figures on that.

J Cheoler Feliam Kab. 5/4/12

REPORT ON COUNTRY HOUSE LIGHTING PROPOSITION

FOR MR. MCCAMPBELL AT RED BANK, N. J.

The buildings to be lighted by electricity consist of stables, garage, servents' cottage, etc., also owner's residence and grounds.

The power will be furnished by a Fitz Overshot wheel driven by a 6 foot water fell. The approximate power which will be developed by the wheel is about 7 horse power. Fine will vary, however, with the quentity of water-flow. More exact figures will be coming from the Nitz people showing the minimum and maximum power developed by the wheel.

The total lighting sputpeans will consist of shoutness the lamps, and also 3/4 heres power notor in blacksaith shop, one curry comb vacuum cleanor, one house vacuum cleanor, if cleatric feas, and a cherging station for an electric rumshout. A wide margin should be allowed on the lighting coulpnest, any for firty lumps or nown.

I would suggest that two bottory and regulator outfits be furnhead, one to take in all of the servants' quarters, stables, garge, etc., and another for the house and grounds. The proportion of lights and power, etc. is as follows:

In the dwelling or "Lodge" there will be about

130 - 20-watt Lam ps 1 Vacuum Cleaner

12 - 16" Electric Pans

In the other buildings, including servants' cottage, etc. will be about

55 -- 20-watt lamps

1 Vacuum Cleaner for curry comb 3/4 Horse power motors for blacksmith shop 1 Charging Stati on for Electric Runabout

The run from the dynamo to bettery stations will be shout food feet. In addition to water whose would suggest a small generator and geachine engine be act in one of the buildings to be used for emergency or to help out the load on water wheel.

ir. McCampbell wants on elaborate outfit with a central control for the entire equipment to be located in the dwelling. I would suggest that two propositions be made to him. One as cheap as it can be done without sacrificing efficiency and especity, and the other including instruments

with marble switchboards, etc.

The average number of lamps in use at one time will be from 80 to 100 - with an average run of four hours.

I believe Er. McCampbell is a good proposition and means business. He wants everything of the best and he told me when his buildings, etc. are completed the whole place will be written up in Country Life in America.

concern who puts the Eddson bettery to the front be put on ir. Campbell's trail so that he does not get atuck on a lead battery whicls.

J. Chesler Edison Kab. 5/4/12 #/ 12 (may 13,1912)

Messrs. Brown; Eckert: Berggren. Bliss; Langley; Durénd; Stévens; Bee: Bachmen; Mudd; Ludson; Leeming; Youmans; Weber;

List prices and discounts shown on attached sheets have been decided upon for Edison A. C. Nectifiers and Youse Lighting Controllers.

orders for this apparatus must contain in detail the full specifications as shown on attached sheets, and only such outfits as are specified should be ordered.

There appears tus or changes in the appears tus listed is desired, the metter must first be taken up with and approved by the Engineering Dept., who will decide whether or not we can make it, and what the increased price, if one, shell be for same.

C.h.₩.

5/9/12.

Copies to Hessrs. Edison: Dyer.

D

[ATTACHMENT/ENCLOSURE]

ERICE LIST AND SPECIFICATIONS OF EDISON A.C. RECTIFIER.

SIZE	PRIMARY OR A.C.VOLTS	CYCLES	CHARGING OR D.C.VOLTS	AMPERES D.C.	LIST PRICES
B-2	110-125	60	2-10	0-10	\$65.00
B-2	110-125	40	2-10	0-10	65,00
в⊶2	110-125	25	2-10	0-10	72.00
B-4	110-125	60	2-10	0-20	80,00
B-4	110-125	40	2-10	0-20	80,00
B-4	110-125	25	2-10	0-20	90,00

Rheostat for controlling charging current---\$ 4/50
Ammeter for indicating charging current -- 12.00
Controlling switchboard with rheostat and ammeter --- 20.00

MOTE: --- Add 10% net extra for 220 volt A. C. primary winding.

[ATTACHMENT/ENCLOSURE]

PRICE LIST AND SPECIFICATIONS OF

AUTOMATIC HOUSE LIGHTING CONTROLLERS.

		VOLTS	LIST PRICES
SIZE	AMPERES		
A-1	10	30	\$ 75.00
A2	15	30	85.00
A-3	22-1/2	30	90.00
B-1	30	30	95,00
B-2	45	60	105.00
	60	60	120.00
B-3	90	60	155.00
B-4			85.00
A-1	10	110	-
A-2	1.5	110	95.00
A-3	22-1/2	110	105,00
	30	110	125.00
B-1		110	145.00
B-2	45		
B-4	90	110	170.00

[ATTACHMENT/ENCLOSURE]

DISCOUNT SHEET FOR AUTOMATIC HOUSE LIGHTING CONTROLLERS AND

Edison A . C . Rectifiers

Jobbers discount - - -

____ 25% off List.

May 9th, 1912.

Mossrs. Bliss, Langley, Wilson, Stevens, Bee, Hudson, Leoming, Youngne and File......

RE PRICE LIST AUTOMATIC HOUSE LIGHTING CURTICLESICS

ell complete house lighting controller outfits will be arranged with the charging without and sutematic outfait on a small slate panel separate from the controller, are all installed in the controller of the controller. The controller is the controller of the controller, an extra charge will be made according to the assumer controller, an extra charge will be made according to the assumer of work required.

The price list does not include snything but the switchestic controller and the separate perel controller and the separate perel controlling the charging switch and automatic entrolit, any additional switchhourds or purele, iron fromes or apecial supports, will have to be figured as an additional item for each case when required.

which the total service in emperea is not greater than the retad aspective in emperea is not greater than the rated aspective of the interpr in org given case. For example, if it is intended to supply a 32-depore hattery and also exranged to have a dyname furnishing part of the lighting current, say on additional 30 aspersa, this means a controllar of not less than 60 aspecsas must be figured on.

Also note that in cases where the grouping of the bettery is to be changed in service, for instance, change in perallel or discharge in series and vice-verse, a special switch and wiring in required, which will be an extre charge.

house lighting energiate therefore, that in nutting prices for more lighting energiate that the aparetic requirements of such cuts of the control of the con

nelson . Jurand .

(SHTTERY STORNAGE - NOCHEY &) Do 80akwood Place & E. Im Thomas Q. Eclieon Crange, A.L. Dear Sir. Screed mouth as correspondence about an as Is there any futting on this profisition? I expect to be in your in a few weeks, and through slok as one ofe eld hick ut some iclear the Westinglane Elec

Mr. Edison : Logier has heard of Country House Lighting schape, asked me whether we want a good man here to charge of establishing Agencies. told lim to put the matter writing and soul to me so that I could bring it to your attention. The attached letters book May ang 2/12

ROBERT T. LOZIER ENGINEER

NEW YORK August 1,1912

Mr. Thomas A. Edison, Orange, New Jersey.

My dear Mr. Edison:-

I beg to hand you the accompanying letter from my brother-in-law, Mr. S. H. Payne.

While this letter explains itself, I would like to add that Mr. Payme is a practical, thorough-going fellow, who has had a considerable experience in both the mechanical and electrical ends of the business, and is familiar with the isolated plant field.

He has shown unquestioned ability as a salesman and organizer, and handler of men; he is strictly honest, loyal and a hard worker.

I would greatly appreciate it if you will give his application the consideration that the circumstances warrant.

Thanking you in advance,

Polit Tojur

Jefferson Arms, 34 Jefferson Avenue,

Brooklyn, July 30th,1912.

Mr. Robert T. Lozier, 141 Broadway, N. Y. City.

My dear Robert:

I have followed with a great deal of interest the several articles on the Edison storage battery, and am very desirous of becoming connected with that company's sales organization.

As General Superintendent of the Payne Engine Company of Elmira, I had direct charge of building and installing their apparatus. As President of the Payne Engineering Company, I directed the entire sale of their output.

For the past five years I have been in the service of the Allis-Chalmers Co. selling their product, such as steam and gas engines, electric generators and motors, and am thoroughly familiar with the isolated plant field.

While I understand that the Edison Company's plan is to distribute its product through independent agents who operate on a commission basis, it occurs to me that I may be useful to them as an agency establisher, or in charge of agen-

2

cies, either directly or under the supervision of that official of the Rdison Company under whose jurisdiction that matter now comes. If you can put me in touch with the proper one, I would greatly appreciate it.

Yours very tody,

August 10,1917.

Mr.S.H.Payne, Jefferson Arms, 34 Jefferson Ave., 32 Jefferson Ave.,

Dear Sir:-

Our friend Robert T.Logier forwarded to me your letter

to him of the 30th ult. to be brought to Mr.Edison's attention. I have shown it to him and he suggests that you come

over and see him. He is issually here every day, and all day, but the morning hours will in my judgment be best for an interview.

I would suggest that you telephone me in advance of your coming.

Yours very truly,

September 19th, 1912.

Mesers. Hutchison, Langley, Bee, Youmans, Leeming, and File:Oming to delays in the Shop

in the production of tools for making House Lighting Controllers, we are unable to accept orders for the device, except for indefinite future delivery. All requirements for Control-

lers should be taken up with Mr. Hutchison, Chief Engineer, who will advise when deliveries can be made in future.

Nelson C. Durand.

Copies to Messrs. Edison, Dyer, Wilson,

Harris Horal

Mov. 21st, 1912.

Mr. Meadowcroft:-

Replying to the letter addressed to you by Mr. W. W. Case. I am sending this to Mr. M. R. Husiness. Hatchison who is headling the house lighting base to the writer by the sathough I understand it is going to be wry shortly.

W. G. BEE.

WGB:GPW.

MBu

East Wass West Maso Errot Conn+R Isl West Coun WHampshire : East long Lal West nyorkEasto My west side Hudson Central Ny Western WI north wifers South When Ecistem Pouna, Western Prune Mary Seen or Del Ky + Tenn Mess + La East Tapas West Texas Oklahom Kansas Missouri Minois Webraska Worth Ohio. South Ohio north Dakata South Dakata Oragon Wesherd Winapeg Region Ca Exercise Canala (200

E plane

PRELIMINARY LIST

HOME LIGHTING AGENCY

Maine

Vermont

West Massachusetts

East Connecticut & Rhode Island

West Connecticut

New Hampshire

East Long Island
West Long Island

New York - East Side of Hudson to Albany

New York - East Side of Hudson - Albany to Canada line

New York - West side of Hudson from N.Y. City to Albany & west to

Central New York
Western New York

North New Jersey

South New Jersey

Eastern Pennsylvania

Middle Pennsylvania

(2)

Western Pennsylvania Maryland & Delaware

Virginia * -- ?

North Carolina *

Georgia

Florida

Kentucky & Tennessee

Mississippi & Louisiana

East Texas

West Texas

Oklahoma))) Arkansas)

Utah

Kansas

Missouri

Illinois

Wisconsin & Northern Michigan

Nebraska

(3)

North Ohio

South Ohio

Indiana

Southern Michigan .

Minnesota

North Dakota

South Dakota

Colorado & Wyoming

Idaho

Iowa

Montana

Oregon

Washington

Vancouver

Winipeg Region, Canada

Canada - West

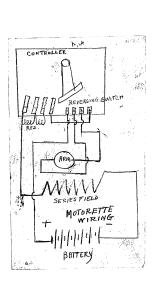
Canada - East

Arizona & New Mexico

(4)

Southern California

Northern California



Edison General File Series 1912. Battery, Storage - Delivery Wagons - General (E-12-11)

This folder contains correspondence and other documents relating to the commercial and technical development of Edison's alkaline storage battery and its use in lightweight electric delivery wagnos. Included are communications exchanged between Edison and his employees, along with correspondence with truck manufacturers and business establishments with delivery services. Also included are items pertaining to endurance tests. The correspondents include Jerry T. Chesler of the Edison Storage Battery Co., R. Harry Comminger of the Speedwell Motor Car Co., Edison's personal representative and chief engineer Miller Reese Hutchison, and Arthur Williams of the New York Edison Co.

Approximately 70 percent of the documents have been selected. In addition to duplicate material, the unselected items include promotional material from the electric truck division of the General Motors Co.

ABRAHAM Stral

SOROUGH OF BROOKLYN

NEW YORK CITYPOD. 16. 112

you and for this time of the year is in the political you and for this time of the year is in the political you and for this time of the year is in the political young the year of the store as 9 A National 530 Appere hours, having received the night provious charge of six hours and covered the following routes

To our storehouse in tate Street, then across the Manhattan Bridge to Ferry foot of Desabrosses Street, to Weehawken to Union Hill, West New York, Guttenberg, Woodcliffe, Budson Heights, Gliff Side, Grant Wood, Edgewater, Fort Lee, then to Palisades, returning through the above towns to West Boboken, Jersey City Heights, Bayonne and back to store arriving here at 5 P.M. having sovered Forby-two miles carrying about

· Abraham ... Straus ·

BOROUGH OF BROOKLYN,

ABRAHAM ABRAHAM.
ISIDOR STRAUS.
NATHAN STRAUS.
SIMON F. ROTHSCHILD.
EDWARD C. BLUM.
LAWRENCE ABRAHAM.

NEW YORK CITY. Feb. 16, 1912.

1000 pounds. The oar again left the store at 7 P. K. carrying specials here in city to Bushwick Av. to Howard Av. return to Herkimer St. to Storling Place to Washington Av. back to store, as had then covered about Pitty-seven miles.

The car was then run around store until car had covered sixty-one miles. The Ampere hour meter read 69 Amp. Hrs. showing he consumed 261 Amp. Hrs. or 4.2 Ampere per mile. I had an pffer that anyone of the Chauffeurs that would make Sixty miles during that cold weather I would buy him the finest dinner in Brocklyn and this fellow has wen. He could have made about Five miles more but he only wanted to show the Sixty.

Very truly yours,

My Dear Barrett Daccony Co: unquestion Dipt which will siegure more Lwind language on the part of the head puch "of the AdamsB.S. Wagons



Dear Mr. Miller.

Dear Mr. Miller:

Treind, Hr. Theron I. Crane, what progress hr. State of the first and you will not visible to the configuration of the company of the c

was with a view of taking the several units as would be well and assemble the care in large quantities the several trips to west orange with ir. Craned by you and assemble the care in large quantities the large have one of the initialed sugons as the care in large quantities the company all tolers as explained in person to are. Beliance the company all tolers as explained in person to are. Edison and well as the company all tolers as explained in person to are. Edison and well as explained in person to are. Edison and well as the company all tolers as explained in person to are. Edison and well as the company all the second as the company all the company as the second as the company as the second as the company as th

to the letter, and if therefore, you can give me any information before I make my next trip to West Orange, I will greatly appreciate it. I have been on the Coast here for about two months and expect to be back in Dayton about the 12th of March where a letter will reach me.

With personal regards I beg to remain.

Very truly-yours

A. Harry Crominger.

RHC-h

4 Jacky

ARTHUR WILLIAMS FIFTY-FIVE DUANE STREET NEW YORK

20th March 1912 Thomas A Edison Esq Llewellyn Park Orange New Jersey Dear Mr Edison Messrs Bloomingdale Brother welnez gotierred to a visit of one of are very progressive and office methods promising enhanced, to their customers. I know Mr Bloomingdale a personal line from yourself. Believe me Very sincerely

Mitus Villiam

also that for part to mente was have been menning or track to destroy a one tou delivery wayon made by an ordered of the demiss Ex, Co-

Adams Express Company
Officesof the Chief Engineer
New York Look 1200, 1922.

But - Margori Car gon good.

water 920mm

Hr. R. A. Bachama, Works Manager, The Baison Storage Buttery Co., Crange, H. J.

Dear Sir:

If I am not mictalism, some weeks and po you conclude a Shortage Mage Olig for \$2.00 for the joing man in our sighty maned Schladerana who was serving on the test wagen. This slip I was derived to this 1, the best wagen of your joya story this slope, 12 you will need to too I will not the total to the I will not the total to the I will not the total to the I will not the total to forward to you will install the cover our in this state of the total to forward to you were the installation.

Thereing you, and represent to

have annoyed you, I sa

Yours very truly,

owy^ewid.

March 22, 1912.

Mr. G. A. Wells, Chief Engineer, Adams Express Co., 53 Broadway, N. Y. City.

Dear Mr. Wells:

I have your letter of March 21st regarding the shortage of wages slip which was paid here, \$2.60, beg to say I am forwarding your letter to our Mr. Miller who has this slip and requested that he forward same to you.

I had an interview with ir. Came the other day and he promised he would see you personally regarding the test wagen and inform you gust what day it would be put back in service, which I hope has been taken eare of by this time. Should you not have come in contact with ir. Came up to this time and should he forget to inform you of same, I would appreciate if you would let me know, as ior. Edison is very anxious to have this test go on, in as much as he has promised ir. Barrett that he would give him a full report on same, and he refuses to give a report until he is perfectly satisfied with the test.

Do not hesitate to address me at any time on any subject, as I am only too glad to hear from you. Believe me to be.

Yours very respectfully,

EDISON STORAGE BATTERY COMPANY.

RAB/EEB

Copy to Mr.H.F.Miller.

General Manager.

For Wells - May this slay we



MOTOR CAR CO.

IN CORRESPONDENCE RELATING TO REPAIRS ALWAYS MENTION CAR NUMBER

DAYTON, OHIO

16 oh 23, 191

Mr. Harry F. Miller, Thos. A. Edison, Crange, N. J.

My dear Mr. Miller:

Upon my return to the office I find your favor of March 7th for which I thank you.

my sincere interes in the little delivery wagen and say to him that we are rainly to build these in large quantities as soon as he is able to turn then ever to us, that I have the company all formed with unlimited resources and will be amendated with two man with the manufacture of the manufacture

Your mutual friend Hr. Theron I. Orane can wouch for me and my sublisty to the handle problems of this kind and I trust you will keep me posted constantly as to just what progress is being made and if possible learn from

With personal regards, beg to remain

Vory truly yours,

Harry Croning a.

BHC:G



CORRESPONDENCE RELATING TO REPAIRS ALWAYS MENTION CAR NUMBER

DAYTON, OHIO

be gone interfaintely and the object of this latter is to make the report of the community of the community

equipment. It is not my desire to amony you in this matter but, as I told you personally, we are looking forward to taking hold of this proposition and while it is true I am going to the Coast in the interest of this Company on some very large problems, yet they understand that I am to return last on one week's notice as soon as I hear from the Edison Company.

We are thoroughly satisfied to accept the wagon just as Mr. Edison delivers it to us and have our plans all made for the speedy production of the same. In one talk with Mr. Edison he told me when he was ready he would ship a complete wagon to me for to use as a master model, which, of course, will be appreciated. I am going to ask you, therefore, to keep me posted as frequently as convenient as to just what progress you are making on number three and it will materially help me if you could indicate in your letters about when I may expect to have the wagon and start the manufacturing.

My permanent address on the Coast will be c/o Speedwell Motor Car Co. of Calif., 428 Van Fess Ave., San Francisco and if for any reason I should be away my

FORM 47-4-2-18-28000

THE SPEEDWELL MOTOR CAR CO. No. 2

mail will be immediately forwarded. I would like very such for, Hillor to have you have a talk with II. Edison as soon as he returns from the South and convey to me if possible about whon you think you will be ready.

With personal regards, beg to remain

ory truly yours,

RHC:C

T. Farm Cromings

Exiclosed to a brief log to tale of the Lemoden destructive test = You can gain a good idea of the terrible condition afthe road these tests are made on when you are that There acts of wheels have been destroyed in running 2183 miles = These are The same kind of whale same maker a-gradily you have used for several years on your Electrics of which have not yet broken after 6 or 7 years of actual service In enclosed sephator aflast wheel-Otherde of the accedents nothing has broken Except the auper water whileh is no part of the chasis - your observer Com'cheal up The Log.

Ellink we should continue this test until several things braides the wheels break because the test is a great assurance to you in moesting any large sums your directors will were be able to Come back at you after this presention on your part when we stop the test I will give you the test of capacity a condition of the battony which with should sie done 4 certify as correct your auditing dept in computing cost of delivery certainly need not charge offeriors I cham 10 % on The Chasses of the vehicle - Providing the ruft is held strictly to Exact duplication of the

truck without any alleged improvements which you never can be extern of

Now that you are not to go to jail for on account step in your auto on a Come over sice me its only 40 minus from your affects

PA SAMUEL J. BLOOMINGDALE

HIRAM C. BLOOMINGDALE.

IRVING I. BLOOMINGDALE

PARIS
SORUE DU POS POISSONNIERE
BERLIN
SCHNID STRASSE AA

Bloomingdale Bros.

LONDON 9 NEW BROAD ST, E.C.

Retailers, Importers,

Lexington/toThirdAvenue/, 59 th/to/60 th/Glreet,

Dictated by FC/L

.

Er. Thomas A. Edison, Orange, N. J.

My dear Sir:

I am in receipt of your kind letter of the 16th addition mu of your andeavor to create a light electric delivery wages that will prove are economical in operation than the horse-drawn vehicle.

I sincerely hope that your efforts in this direcation will meet with the same success that has attended your in the creation of the many wanderful devices that bear your name; and I am glad that my little talk with Mr. Williams has been of help to you.

There is, I am ware, an unlimited market for the vehicle your are engaged on and I knew that when perfected it will bring you material gains to smally compensate for your labors.

As seen as you have it in such shape as to warrent inspection, I shall be very glad to examine into it. Wishing you all success, I am,

Very truly yours,

Fring & Bloom das

34, 171, 35, 275, 176, 176, X 43 56 17, 23, 17, 17, 17, 18, 18, 18, 18, 18, 18, 18, 18, 18, 18
Nagon dep 24.50
Horse " 31.50
Marrow . 4.90
Repairs wagon 85.00
" harnest 25.00
Shacing 20.52
Vet 4.32
Feed
Stableman 109:00
Driver 780.00
1262.74
30900 1262.74
37.50
1750 4.32
73 116 20,52
50/7300 /63.34
150 750 763.34



Mr. H. F. Miller, Orange, N. J.

Dear Sir:-

Bog to acknowledge yours of the 15th.

I have just returned from a hurried tripin New York and my next visit there is at present uncertain.

My purpose in seeking an interview with Mr. Binco was to discuss with him as outlined in my letter the subject of storage battery as applied to motor trucks and when I next visit New York will act on your suggestion and first only pur up to ascertain if it would be convenient for this interview.

Respectfully,

. H. McIntyre Oc.

GC





CORRESPONDENCE RELATING TO REPAIRS ALWAYS MENTION CAR NUMBER San Francisco, Cal., April 23, 1912.

DAYTON, OHIO

Mr. Harry Miller, Care Thomas Edison Company, Orange, N.J.

Hr dear Mr. Hiller: --

I do not want to appear too persistent but if it is possible for you to gain from Mr. Edison when the little wagon will be ready, or even approximately, l will appreciate it.

this wagon will have more or less bearing on my future movements, and since I am so keenly interented and cosolutely ready to proceed, you can well understand the importance of the matter.

Therefore, at your nonvenience will you be kind enough to address me at 428 Yam Ness Avenue. Tam Francisco, Cal. as I expect to be in this vicinity for some threto dome. With my personal regards I beg to remain.

RHC-h

Medison:
The Phonograph Cos. Truck
has completed but complete
top away the Earth - 24902
miles - and is starting on
the Second Rajo withouth
a cents repair & talling
other wan new solution:
Capacity 205 amp His.
owry a-4 cells. motalley
3 ± years of.
There can you bear
that?

Hutch.

May 9/12

13 Margins

WATTS PER TON MILE TEST ON "MOTORETTE" WITH 16 AND 24 A-4 CELLS RESPECTIVELY

Motorette equipped with Rosmassler & Bonnine Electric back geared motor, and carrying two passengers.

53.25 TEST #1 -- 16 Cells Average amperes Average volts 17.7 Total Watts 942.525 Miles per hour Total weight 8.67 1300 lbs 167.24 Watts per ton mile -55.9 TEST #2 -- 24 Cells Average Amperes Average volts 26.48 1480.222 Total watts Miles per hour Total weight 13,21 1435 lbs. Watts ner ton mile -156.17

The speeds shown in above tests are slightly lower than actual speed at beginning of discharge. The batteries are partially discharged before readings are taken.

Total drop in motor commutator brushes etc. at 60 amperes = 1 volt

Total mileage from full charge will be about 35.

Motor should have ball bearings throughout. Springs will have to be made heavier to hold the extra load of battery.

With ball bearing motor normal running current would probably drop to about 45 amperes and greater mileage will result.

Cost of complete battery equipment, consisting of 24 A-4 Edison cells and trays etc., will be about \$264.00

John len

Copy of Rettu - Ongina 50,00 40 2 handwining.

Friend Auderson I Jonget the other day when you were takking about preach frames to remind you that the oldest electric trucks women in use 7 hypo. have been the most successful a most than 250 are atil 6 pumming- and that the act atest framed alcetrias have had trouble in concert frames a many abandoned. These cracks show up abtinately. A wrong struct frame has to be made right tif it is, it will have a longer life. Randons Jost walk have a longer life, handons Jost machines were made right they are still pumming, his later ones were wat under right there has been loto of trouble

(Pigues) Edison

Sand (lein jour)

[mako

Orange -- May 15, 1912.

W. H. Mason:-

I want complete drawings of the flexible coupling which we use for connecting motors with drive mechanism.

I have to connects 30 H.P. motor with an air compressor and want to use our flexible coupling with leather strays etc.

Please hurry....

(Signed)

EDISON.

K. A. AVERILL, Ser J J. JENKINS, Pres. and Mgr.

Thank him for the unforted the against at A?

CITY DYE W

that that little del 16 wite Com ken unable to Thomas A. Edison, Jr. What 40 Orange, New Jersey, 2000 Ce They wiles without breaking My dear Mr. Edison: -

Under date of June 30th 1911, you wrote me a very interesting letter and enclosed the result of your careful investigation of delivery costs. In your letter you informed me that you were developing a light delivery classified and the second of the second her your communication. I saw by the papers that you were enjoying a Crip method of the second of th very interesting letter and enclosed the result of your careabroad, and knowing that on your return you would find sufficient accumulated correspondence without any additional ones on my part, I decided to wait until you had found a breathing spell, before taking up the matter with you. I am still interested in the delivery problem, and

it is becoming more of a problem every day. Manufacturers it is becoming more of a profiles every may manage and a control of authonolities are covering to the profile and covering the set of the profile and the profile and the profile and the covering small or light articles. An attompt is being made to cover this field by a number of automobile manufacturers who are converting obsolice or make-shift contraptions into light, cheap, delivery wagons. The result is that the purchaser of these gross impositions finds it necessary to either relegate them to the junk pile within a few months, or continually rebuild them.

I was in hopes, after reading your letter, that you had solved this problem, and the only fear I had was you were not going to manufacture them fast enough to supply the The price of the Lansden trucks shown me by your Los Angeles agent is prohibitive, the truck shown me by your Los Angeles agent is prohibitive, the truck is also larger, and of greater capacity than is required for my business.

The agents for the Waverley Model 83 delivery wagon,

gave me a week's demonstration with their wagon. The demonstration was wonderful, it occured during a week of the very worst weather we had last April. It rained every day but and I selected the very worst route in my delivery territory.

Thinking perhaps, you might be interested in the performance of this wagon, I am enclosing a copy of their record which is absolutely correct so far as the mileage, stops and weather conditions were concerned. As to the energy consumed. I have had to take their record.

K. A. AVERILL, Sec.

J J. JENKINS, Pres. and Mgr.

CITY DYE WORKS

DRY CLEANERS

DYERS

3000 Central Avenue

Los Angeles, Cal., July 15, 1912.

T. A. E. #2

overing a point from former loop to September 1911 includive. These records are absolutely correct, as they are taken from my books.

Trusting that the information contained may be of some interest to you, I am

JJJ/CR

Something When Issues in making 1200 Consecutions Necles wethout a broken of wice Cortainly know that the wice Cortainly know that the overlands of the vehicle is overlanded to fine by 2 chiff of mend changing to the per days of their rehicle of Y ever get about 100 wiles per days of their vehicle of Y ever get at will stand any Ching on per a casely stand any Ching on per a casely well for fry 50, are and my to

The Speedwell Motor Car Co. MEALDW OROFT.

Pacific Coast Branch

MOTOR TRUME ADOM COOFT.

355 POLK STREET SAN FRANCISCO

Fr. Harry Miller, g Thomas Edison Co., Orange, H. J.

PLEASURE CARS

Dear Er. Filler: -

Since there has been so many weeks for clapsed since I near from you regarding the little electric magon, I feel that you, in all probability, wave accomplished good results from % No. 3 wg.on, and, I am so xeenly interested in the nexter, I would be played.

ascertain, if ossiele, when it is the action of a sound of a secretain, if ossiele, when it is an anily be solved to turn this way on over for an all be and the solved to supply the equipment that we intended tender the solved of the solved you on this subject at your earliest convenience, four which I throk you in sevence. With personal regress,

RHC/IC

Hulch

Dock bruck - want suchence
plain chein for silent chein
ou bruck to che apen - these
truck are entirely Z

2 pensers - plan & hain
drives of truck - The

speed wat 2 high

September 20th,1912.

Mr. T. A. Edison:-

In regard to the two guarantees in Baker trucks for Sulzberger & Sons Company and y. J. Heinz Company, dated June 6th and May 10th, we have just now received a letter from Baker Company dated September 15th regarding these guarantees.

In the Anderson trucks, sold to John Taylor Dry Goods Company we have just recently been seked by the Anderson Branch in Mansas Wity to issue guarantees on these batteries.

We had to go back at mirron to have them send us the serial numbers in this particular battery. We then found that the batteries were snipped on the date put on the guarantees to Anderson in Detroit.

You will note the guarantees were dated at the time they left our factory.

W. C. BEB. 133.

WGB:GPW.

Mr Edicon

The blagger

orady for tak.

Have your any new

tools for how the

Johnson from the

More from the form the

More from the from the form the form the form the from the form the f

DELIVERY WAGON -- LOAD 800 LBS. ENDURANCE RUN ON #3

Five trips have been completed over the course. making a total of 75 miles. At the end of the fifth trip it was found that the tube connecting the stud axlejused for steering has broken at a point where it had been brazed. The broken section looked as if it had been crystallized.

I have ordered a larger size tube to replace this and will do away with brazing at this point.

The front axle has again sagged slightly, probably no to the maximum give of the hickory piece on top, and while it may not sag any more I think it would be advisable to put a small truss rod underneath the axle; this would be a very easy job and can be done quickly.

Aside from theabove everything else is working O.K. We did not have to adjust any chains on this model as we had to on first few runs of previous models.

Part of our real rough road on Cherry St., West Orange, is being repaired and will probably be a good road in a few weeks.

Schesler

mue -

* Have instructed that axle be bent very slightly and word titled archid

so that when load comes on it, the word will be put under slight tension as axis straightens. no turntuckle yer. max

Hoiel Welmont New York

My dear 8m Edward: Seppert is neit one trumon (Order Sames of morning both Sim Braker Sames of the Santalise artilles of Bother.

antillow) of Brahm.

Prov. Since is some name, orne of out Sine try election and Some trying to commerce from the mild of 32 but have and los A 12 3 course of a law a los mile madeuly.

Prill try to reach ornege and consider mild try to reach ornege and madeuly.

Promoter anti 1912.

N ALIRCE D. SCHENCK, PRINCE SCHOOL PRINCE

B.A.HERBRUCK WAT PARTITION

J. C. SCHNEIDER, SECRETARY & THEASURES.



MOTOR CAR CO.

IN CORRESPONDENCE RELATING TO SPAINS ALWAYS MENTION CAR N

Mr. Thos. A. Edison, c/o The Edison Laboratories, Orange, N. J.

Dear Mr. Edison:

my work there and my list desires are communicate with a link of the find out what success you are having with the number three wagon. If you continue the success you are having with the number three wagon, by associates and report far estil so keenly interested in this proposition that I saw very anxious to know if possible when it would be corrected to for me to see you regarking the building and anxiowing

we are financially able and easy to begin namindaturing and makesting them and feet that the problem will not be one of manufacturing and marketing but one of securing sufficient equipment from you.

I see that the problem will not be one of manufacturing the securing sufficient equipment from you.

I see you feel it would be agreeable for me to visit you and talk by the stands of without positions of the stands of without the agreeable for me to visit you and talk by the stands of without the agreeable for me to visit you and talk by the stands of without the securing t

booklet illutrating and describing a very remarkable shulling contract that I have just finished in Galifornia. This no doubt will interest that I have just finished in Galifornia. This no doubt will interest you and while I have been directly segmed in the matter truck unsiness for many years this hard service in Galifornia but which the late of the matter truck is the production of the production of the production makes.

With personal regards, beg to remain

Very truly yours,

RHC + GS

Frany Groninger

Cun use steel anytume but I want to Coulement will MW Edison= Now Think from the following That am at the sud of my your on ideas or that I am a gilither, but I simply want To discuss this with you as a matter of expediency: The Butcher wagon from axiz continues to brud. aw arranginum of Springs to ger close to the while runa us but many complications. If we make the axiz heavy, to stand up to the work, it is going to microse the tire depreciation on fruit while, be and that wash time the wheel rolls over a peoble or other ovad inequality. Ford Las thousands of his nos in use of delivery wazons with solid time. He uses a stul ax/2, of light wright They Grum to stand up 6x-Thank how own a boken from axIz on a Ford car.

Junch ym would elt me put a stud ant on the juner of this wasm, with passeur spring suspension, and try in town

I am quite sure our troubles will crase as you as the jum axle is concerned.

In ouce toly me to come out with only ideas I have, so here is this

Hutch.

11/18/12

Du White Strames were equipped mot Preumatic Juro. In axiso an mor subjected to make so much sudies shock as much solid times.

Mordism
Stagts advise for that return noway I war and are your more can are

Your more can are

Jo check mys on the mater I had morder unsatigate any please note that the report hearth.

12/4/12-

Mirdusoncase hardinal. Such When front axts on Wagon These tries, they Kuper bruken & said Horway tanni But. Irm, mucos my being, would not stoud up to the work + remain in aliquirent one for said the norman some 12/5/12 and on your more can stanto up. case business for regulary regularing and asked he to look mit the matter to Son has most watered. I find they are care hardward they had to be removed and shoughtoned For often that they will finished

copy - for T. A. Edison from W. C. Boc.

BROADUAY AUTO: OBIDE COMPANY, Inc ..

1726 Broadway.

Seattle, Wash., Doc. 6,1912.

Anderson Electric Car Co., Detroit, Mich.

Dear Sira:-

The following comperative cost of hamling fifteen hundred ton of coal per month made by the Rainer Heat & Power Co. will be of interest to you. They were originally doing this hundling by team, under four bears, per day at a cost original to the compensation of the control of the control control of the full thirty days per month, making a total cost of \$600.00 per month

Two years are we installed the Edison Battery electric truck for them, which has stope been doing the work or the four tenus at a net cost of \$200,00 per month, including yearirs, electric current at 12, and the two drivers one at 955,00 and the other at \$70,00, which shows a net saving to them of ometly \$40,00 per month

It is needless to add that they are thoroughly estimited with the electric vehicle. Your Hr. Boung is familiar with the truck in question, and knows that it is not nedern by any menner of means. What it would be possible to cay, but there would no doubt be quite a caving made. They are neiting their own current by steam power and are charging themselves \$1\frac{1}{2}\$, which is one cent per X. More than they would have to pay for the same in the open market. This would further reduce their operation cost, but over at the price quoted above it is very satisfactory.

This truck is equipped with A-8 7g cells. It would undoubtedly do botter with an A-10 or A-1g, that is it would operate more economically. This car is given a seven hour charge each night, and a one hour boost each day.

Yours very truly, BROADWAY AUTOMOBILE CO. F.A. Wing.

FAV-D



CORRESPONDENCE RELATING TO REPAIRS ALWAYS MENTION CAR HUMBER

SALES DEPARTMENT

MEADOW CROST TON, OHIO SPEEDWELL DAYTON WESTERN UNION COM

Dec. 18, 1912.

Mr. Thos. A. Edison, Orange, N. J.

My dear Mr. Edison:

Say- To not weart to do anything with I have funded the test of what I started for

I am pleased to acknowledge receipt of your favor of Nov. 15th and was agreeably surprised to note you are now on the No. 5 experimental wagon. I trust you have been able to make the test you spoke of in this letter and that the general construction was up to your fullest expectations.

I know in work of this kind that it is not always possible to be able to tell when you will be ready but as I have said before on account of my extreme interest and the fact I am ready to do business I am going to ask an expression from you as to when you think you might be able to proceed with the manufacturing of the several units so that we could more seriously begin our operations here.

I know absolutely that the entire situation is governed only by how many sets of the several units that you can supply. We can build and sell practically all you can give us and are extremely anxious to enter the field. I would thank you, therefore, to advise me at your convenience if possible the probable time at which you could begin delivery. Understand please, I fully understand your procedure and that the matter of a few months makes no difference with myself and associates but since we contemplate erecting our own buildings for this work we natrally will require some time for this and could proceed and have our plant ready to begin operations at such time as you feel you could begin delivering the equipment. Kindly, therefore, let me hear from you on the subject for which I thank you in advance.

I trust you are enjoying good health and with my personal regards, beg to remain

Yours very trul

RHC : GS

- Klary Crominger

John Danke

es all Communications to the Fires

MEADON CROFT December 212.6.1

Mr. Thomas A. Edison.

Llewellvn Park.

Orange, N. J.

Dear Sir:-

Sometime ago your representative called on we delivery department serior statistics of our delivery department saying you were an Electric Delivery Wagon.

Will you kindly let us know how you are it as we are anxious to know-

Hoping to hear from you at an early date in advance, we beg to remain

Most respectfully.

John Denielly, who please the first of the control of the control

BARTER'S STANT

Canada, will be, it is believed, the first company to receive raw material as a result of the lifting of the embargo.

The Wisconsin supreme court has held that the city cannot he held as liable for damages in personal injury actions, based on accidents caused by the vehicles of the police or fire departments.

An ordinance reducing the permissable speed of motor trucks from 15 to nine miles per hour is under consideration by the board of aldermen of New York City.

me. This will be good for electuce tuck business ,

Medisin

Performance of Waverly Model 83 Delivery wagon under demonstration to City Dyo Works, Los Angelos, Calif. 1912. Demonstration made by C. P. Payne Waverley Co's representative in the interest of the H. O. Harrison Co., Los Angelos, Calif. State Agents.

	miles per	stops	time	weather !	roads !	battery to- tally discharged
Monday	47		8 hrs.	rain	bad	No
Tuesday	41		' 6 hrs.'	rain B	bad	No
Wednesday	44	38	6'45"		very bad	No
Thursday	45	35	7'15"	rain	very bad	Ио
Friday	42	60	8'35"	rain	very bad	No
Saturday	21	27	13'	clear	fair	No
To & from garage	38	į	1	·	, ,	
Total	278	278	40'5"	5 rain 1 clear	5 mud	Ио
_						

(100 K. W. H. @ .02= \$2.00

Edison General File Series 1912. Battery, Storage - Delivery Wagons - Endurance Tests [not selected] (E-12-12)

This folder contains correspondence and other documents relating to the technical development of Edison's alkaline storage battery and its use in lightweight electric delivery wagons. The documents consist of timekeeping reports from "Endurance Runs" on two delivery wagons.

Edison General File Series 1912. Battery, Storage - Delivery Wagons - Lansden Co. (E-12-13)

This folder contains correspondence and other documents relating to the business of the Lansden Co, a Newark-based manufacturer of electric wagons in which Edison for a time held the controlling interest. Among the documents for 1912 is a draft message by Edison stating that he has sold interest in the company and is no longer invested in the concern. Also included is correspondence regarding a sales commission collected by Edison's borther-in-law Ira M. Miller. Other documents pertain to accounts receivable, customer relations, vehicle repairs, road tests, and agreements with the Edison Storage Battery Co. The correspondents include Edisons private secretary, Harry F. Miller, and his personal assistant, William H. Meadowcroft; laboratory employee Robert A. Bachman; Charles Brecher, secretary of the Lansden Co.; and the law firm of Roemler & Chamberlin in Indianapolis. Several Items bear marginalia by Edison.

Approximately 30 percent of the documents have been selected. The unselected material consists of additional correspondence concerning customer relations, accounts receivable, vehicle repairs, and other matters.

CABLE ADDRESS: "LANSDENCO., NEWARK"



THE LANSDEN COMPANY

Electric Commercial Vehicles

TRUCKS AND WAGONS FOR EVERY SERVICE EDISON STORAGE BATTERY EQUIPMENT

NEWARK, N. J., U.S.A. January 19, 1912.

Mr. Ira M. Miller, 199 East Market St., Akron. Ohio.

Dear Sir:

Answering yours of the 4th inst., wish to advise that THE JACOB METEOER COMPAIN have fevored us with a remittance covering a very small percentage of the amount of their indebtedness, together with three notes, all dated December 4th, maturing at one, two, and three months from date. As this matter will not be finally settled until after Earch 4th, it will necessarily have to be held in absymmee until such time as conditions will permit of our taking the matter up with Er. Edison, and at which time you will be advised of his decision.

Yours very truly, THE LANSDEN COMPANY

Augitor. Back

GHB/SS .

and Tarreter

CABLE ADDRESS: "LANSDENCO., NEWARK"



THE LANSDEN COMPANY

Electric Commercial Vehicles

TRUCKS AND WAGONS FOR EVERY SERVICE EDISON STORAGE BATTERY EQUIPMENT

NEWARK, N. J., U.S.A.

February 27, 1912.

Mr. H. F. Miller, Sec.,

Thomas A. Edison,

Orange, N. J.

Dear Sir:-

We have received yours of the 20th inst., asking us to notify Mr. Ira N. Miller, Akron, Ohio, that Jacob Metzger Co. still owes the Lansden Company \$800.00, and that when the receiver settles, the matter of Mr. Miller's commission will be taken up.

Yours very truly

THE LANSDEN COMPANY

General Hanager.

WLC/HMD



THE LANSDEN COMPANY

Electric Commercial Vehicles

TRUCAS AND WAGONS FOR EVERY SERVICE EDBON STORAGE BATTERY EQUIPMENT

NEWARK, N. J., U.S.A.

February 27, 1912.

Mr. Ira M. Hiller,

Akron, Ohio.

Dear Sir:-

The Jacob Metzger Co. have gone into the hands of a receiver, as you said in your letter of February 20th, you expected they would.

This company still owes us \$800.00, and as soon as we receive a settlement from Metzger & Co., we will take up with you, the matter of your commission.

Yours very truly,

THE LANSDEN COMPANY

Ву

General Ma

WLC/HED

Cut Sandler

CABLE ADDRESS: "LANSDENCO, NEWARK"



THE LANSDEN COMPANY

Electric Commercial Vehicles

Liceti le Commici diai 70milio

TRUCKS AND WAGONS FOR EVERY SERVICE EDISON STORAGE BATTERY EQUIPMENT

NEWARK, N. J., U.S.A. Haroh 4, 1912.

Mr34/1

Mr. H. F. Miller, Secy.,

Mr. Thomas A. Edison,

Orange, H. J.

Dear Sir:

We enclose herewith a letter received from Er. IRA M. MILLER, under date of Pobruary 29th, together with a copy of our answer thereto. Will you be good enough to return these to us for our files after you have noted some.

They are sent you for your information, and any advice you may wish to give us in this connection.

Yours very truly,

THE DAISDEN COMPANY

General 1

Tc/ss

Encs.

Metzger la Sufianaplia, through In Miles for \$2775 for which we received \$2500 in cash and three notes for \$33,34 each, two of intien have been find the third note is due March 4th but as the Company is in the hands of a Receiver we will have to want his report. The matter is in the hands of Rormler alchamberlin of Indianapolis who will take case of our interests. They are lawyers who look after matters for Thos. a. Edwar, Sucht Mobdison

The firm of Just Mitigger store failed after paying the Laurden las "1900" of the \$2700" owing learning an imprise balance of \$800." The Receiver in full. He is naturally of timetie. I made the sale and he has new oftimietie. I made Miller made the sale and he has new received his Commission because the account had never been rettled the Commission breament the account had never been settled the Commission breament the solon to pay out of the sale face he because you will have to pay him top now, the present Laurden less ours your Shell we fay him top on the amount collected agree him the balance when the Received pays us? - you, programmed to Hit Milley

April 3rd, 1912

LANSDEN TEST

The Laneden Tost started yesterday and is run under the same conditions as before. Having a load of 2,500 lbs. of iron and run over the same course. Total miles -- 1346.9 Day's mileage - 60.2 miles

Condition of Truck

The truck is in the same condition as when it left here, February 25th; 1912.

Condition of Course

The heavy raine have made the streets very muddy and especially Cherry St.

LANSDEN TEST

Total Niles -- 1497.2

Day's Miles - 90.1

Condition of Chassis -- Truck running 0.K.

Condition of Course --

Cherry St. too dangerous for the night driver to go through.

Trips around course -- 6 trips

Remarks -- 0.K.

April 5th, 1912

LANSDEN TEST

Total Hiles -- 1575.1 Hiles

. Day's Miles -- 77.9 Miles

Condition of Chassis -- 0. K.

Condition of Course -- Cherry St. now passable

Remarks -- The leads on the ampere hour meter broke loose last night due to rounding on colbinstones.

CABLE ADDRESS; "LANSDENCO., NEWARK"



THE LANSDEN COMPANY Electric Commercial Vehicles

TRUCKS AND WAGONS FOR EVERY SERVICE EDISON STORAGE BATTERY EQUIPMENT

NEWARK, N. J., U. S. A.

April 6, 1912.

Mr. H. F. Hiller, Seer., Thomas J. Milson,

Ovenge, M. J.

Dear Sir:

We onelose herewith a letter which we received

from Roomler & Chumberlin, dated April 3rd, 1912, who are handling our claim against THE JACOB ENTRIES SEVENDEY, we the atalam of the Receivership.

Yours very bruly,

THE LANS DEED COMPANY

Secretary.

ss/us

Dre.

[ATTACHMENT/ENCLOSURE]

YELEPHONE MAIN SITS

IN

LAWYERS SUITE 1101-4 LAW BUILDING

INDIANAPOLIS, April 3, 1918

The Lendden Company,

Hewark, N. J. In ro The Jac. Metzger Co.

Answering yours of March 19th, we beg to say that the Receiver is still operating this concern, with a view to putting it in such shape as to obtain the very highest possible price from a prospective buyer. This can only be done by giving a practical demonstration of the real merits of the business and showing a profit during the time the Receiver is operating the business. He tells us that he is getting things in good bhape and within the next two or three months, will be able, as he thinks, to obtain a sufficient amount for the business to pay off

We ourselves are not quite this optimistic, realizing that it is a very difficult problem for any Receiver to pay out one handred cents on the dollar. The operation of the business is not for the purpose of paying the doths out of the profits accrued from the Receiver's operation, but rather to make such a showing as will induce good bids for the business. The Court is permitting the Receiver to operate for this purpose only.

We presume it will be two or three months before any final conclusion is reached as to the sale of the business, or any reorganization, which might be possible. If however, anything does develope in the meantime, we will promptly advise you.

Yery truly_vour*,

[ATTACHMENT/ENCLOSURE]



THE LANSDEN COMPANY

Electric Commercial Vehicles

TRUCKS AND WAGONS FOR EVERY SERVICE EDISON STORAGE BATTERY EQUIPMENT

Mr. H. F. Miller, Secy.,

Thomas A. Edison,

Orange, N. J.

Dear Sir:

NEWARK, N. J., U. S. A. April 26, 1912.

well ever self est their

Enclosed please find a lotter, dated April 20th, which we received from the WRIGHT-DICKINSON HOTEL COMPANY. regarding the Hotel Bus No. 590 which they purchased last October, and which they claim is defective.

Kindly advise us what you want us to answer the Wright-Dickinson Company. Or, do you prefer to take the matter up direct with them?

Yours very truly.

THE LANSDEN COMPA

Secretary.

cs/ss

Enc .

[ATTACHMENT/ENCLOSURE]

Radinair Doyou Tiples

Mr. Edison:

negarding the attached letter from the rotal Seattley I beg to say that this is an old style Lansayn car, and one with we had shipped out of stock. I do not know shat kind of wheel a dumn had, but do know it was the old style fight of unterprise and differential;

I would advise Mr. Miller to find old what really broke the whoel. It is hardly creditable that this wheel should break under ordinary circumstances. The policy of automobile concerns is that broken parts should be returned to the factory or inspection and repair parts which can be furnished by them at a less coat than elsewhere.

Bachman

Mi Backman Regarding the Dickenson matter Miles Simon, Kelly, Alle & Baldwin say that you & Doty talked over the proposition with a representative of the Albert Dickinson les and agreed to give them a steel frame Og a new Hyle Countershift in Consideration of the possibility of them ordering four new trucks Brecher tell me that if we can law the order they will make a sutstablial deduction from the bill for new frame Will you have the Edison Storage Battery lan salesman find out whether there is any Chance of their buying some mon trucks H. J. Miller "Rately Strage" Confrong

This ecuton is a copy of the letter which was given to Mr. Backman May 17, 1912, to be first approved by time and Mr. Bec.

It was written in duplicate on Battery Co. Cetter treads, and affe, approval was to be sent down to Landon Go. for formal acceptance by their officers.

may 17. 1912.

May 16th, 1912

The Lansden Company, Howark, H. J.

Gentlemen:-

In accordance with the understending at which we arrived at our receive this day, we have entered your order for your fall requirements of Edicent Storage Batteries for your trucks covering a period of five years from this date, at list prices for much betteries less twenty per cent (20%) discount, with an extre two per cent (20%) for cash within ten days.

Should your purchases in any one year oxoxed an eggregate of one hundred and twenty (120) calls of
type A-6, or their equivalent in price, per working day,
you are to have an extra two and one-half per cent (2-1/2%)
discount, irrespective of the cash discount, that is to say,
the discounts would be 20% and 2-1/2%, with 25 for each within
ten days. It being understood that if your purchases in the
first year are less then an eggregate of one hundred and twenty
(120) calls of type A-6, or their equivalent in price, per
working day, we will still give you this extra two and one-half
per cent (2-1/2%) discount, but this exception applies only
to the first year of bits errangement.

L. SO.

(8)

May 16/12

Should your purchases in any one year exceed on aggregate of two hundred and forty (240) cells of type A-6, or their equivalent in price, nor working day, you are to have a discount of five per cent (55) in addition to the regular discount of twenty params (205). In this case the discount would be 205 and 55, with an extra 25 for each within ten days.

We egree that we will fill orders equally for all users, and give no one an adventage. In any event we will not give to other makers of trucks a better price than you receive for hatteries with which such trucks are sold.

If you decide to shendon the use of Edison Storage Estteries, you are to give us aix calendar months' notice of your intention to do so.

In order that we ray be eided in corrying out our guarantee as to life of betteries, it is understood that your trucks, in which the bettery in to be used, shall be properly motored, and that the bettery boxes shall be so constructed that our instructions can be readily cerried out by the user.

Yours very truly.

THE EDISON STORAGE BATTERY CO.

TAB/ES

PHUSIDENT.

VARIOUS TYPES FOR COMMERCIAL AND PASSENGER SERVICE. THE EDISIN STORAGE PATTERY FORMALISM

THE LANSDEN CO. NEWARK, N. J. Electric Magans
1634 WALDUT AVENUE
CLEVELAND, OHIO

S. R. BAILEY & CO AMESBURY, MASS.

TELEPHONE NORTH 300

Iran Mr Edion: dislike to bother you about the matter but my Commission is still due me for the sale of Lausden Gassis to fixed Matager Co of Indianapolis. I fail to get any patisfactions other than the letters molored Bill your kindly interest yourself in the matter and see that I get stillement for I need the miner I made the trick to Indunapolis, On Tours to part, orto assisted me. Metager & more prod orter I sold their and the order mus properly assepted by the Louisdin ()



THE LANSDEN COMPANY

Electric Commercial Vehicles

TRUCKS AND WAGONS FOR EVERY SERVICE .

NEWARK, N. J., U. S. A.

Mr. Harry F. Miller, Secretary, Thomas A. Edison, Orange, N. J.

Dear Sir :-

We are in receipt of your letter of May 22nd, and note that you wish to have full particulars as to our invoices of May 15th for \$235.20 and \$84.55.

You we doubt, know that the Morth Western Supply company owes the soil fanades Company, or rather the Broman A. Mison, \$2835.00, for a chassis and battery that they sold to the Fire Department of the city of Seattle. Several test runs were made with this chassis, none of them being satisfactory, and the city of Seattle wanted to return this chassis, for the susen that the guaranteed mileage could not be obtained.

we had this matter up with Nr. R. A. Bachman, and after conferring with him instructed 2. F. Camison & 00., of Seattle, to deliver to the city of Seattle 1 calls of 1.6 batteries, and charge them to the city of Seattle 1 calls of 1.6 batteries, and charge them to the calls of 1.6 batteries, as per endone and we have \$625.00. Another test was run after the additional batteries were installed, and we understand, from reports that the Electric Vehicle Company of Gregor ou us, that the city of Seattle was then could be placed in the cheants before that date, as the steering-head that was consistently installed was not up to the specifications and was outlinely too weak. We therefore gen no further delay steering-head that the steering-head that was outlinely too weak. We therefore gen no further delay steering-head that the steering head the contest of this account, and as we understood that the Salion would rather make such concessions than have the chasts returned to him.

Trusting that the above is the information that you wish to have, we remain,

min,
Yours very truly COMPANY
THE LANSDER COMPANY
Charles Dicche,
Secretary.



Commercial Vehicles

Herry F. Millor, Segy, whether have all the recommendations and the recommendations are the recommendations and the recommendations are the recommendations and the recommendations are recommendations. Harry F. Miller, Secy.

Dear Sir:

In regard to the MERCHANTS TRANSFER & STORAGE account, concerning which I talked with you over the 'phone account, concounting which i talkes with you over the 'phone this morning, - particularly the 1997.50 for the car which The Lenden Company shipped them on June 16, 1911, practically a year ago - we have had a good deal of correspondence with Mr. Jno. L. Bewhold, the President of this Company in regard to this account and have tried to have it settled; but we could seem to get no satisfaction, excepting the statement that the car was not right and that it was sold to him as a demonstrating car in June, when the Company knew they were never going to make any more cars of that type. He further claimed that he not only got no satis-Annual Programs of the first of the first of the series of the series of the first of the series of the un and get a settlement of the account.

Nothing resulted from this visit, and the writer personal nothing resulted the the third that the writer matter settled, in the hopes that this bill due you would be paid in full, and we be chie to make some arrangement with lim. Hewhold, or somebody clee, to handle an agency for us in Zashington. We felt that nothing could be done either by our own and in Zashington if Mr. Hewhold was sore and refused to pay his bills because, as he puts it, the car is no good, and that he felt the Company was not honest with him in selling him an old type car as a demonstrator when they knew the new type would be out in a month or two.

A week or two ago we received a letter from Mr. Hewbold, Fresident of the Morchants Transfor & Storage Co., that he would either return the car and pay nothing, or if we wanted to treat him in a way which he thought fair, he would be willing to keep the car and pay \$1200.00 for it, because he had an opportunity to rent it out at a figure which he believed would enable him to get this \$1200.00 out of it.

The writer mentioned this to kr. Machman one day lest week and showed his this letter from the kerchants Transfer & Storage Co., and Hr. Bachman asked me to present it to you. This I had planmed to do, but it has been impossible, owing to the maltitude of things I have had on two or three days.

Mr. Newbold, President of the Merchants Transfer & Storage Co. has just telegraphed me, saying that he would like to have some definite statement from us as to what we will do in this matter, that is, he is closing his books for the year to-day, and will ethire ship the car back and not pay his bill of \$1997.50, or else, if we say as, will keep the car and send us a check for \$1200.00 at once.

my personal advise, from all that I can size up in regard to the station, would be that it would be better to let him keep the car and get \$1200.00 out of it rather than have this 1000 lb. our sent back, which I believe would not be of any use at all to Mr. Edison. In other words, Mr. Edison had better lose \$700.00 old deliars them the whole \$1997.50

Will you be good enough to advise me by telephone as early as possible to-day what your decision is in regard to this matter, so that I may telegraph Mr. Newbold.

Thanking you for your good attention to this, we remain.

Yours very truly,

THE LAUSDEN COMPANY

General Manager.

77.0/98



THE LANSDEN COMPANY

MANUFACTURERS O

Electric Commercial Vehicles

TRUCKS AND WAGONS FOR EVERY SERVICE EDISON STORAGE BATTERY EQUIPMENT

Motor

NEWARK, N. J., U. S. A. July 11, 1912.

Mr. H. F. Miller, Seey., Thomas A. Edison, Mag., Orange, H. J.

Dear Sir:

the TRIGHT-DIGHTHSON HOTEL Go., and acking what you would advise us to reply to them; or whether you preferred to take the ratter up direct, but so heard nothing from you.

Hotel Centile, wrote us that he had had no reply to his late letter of Juril 20th in regard to the troubles which they had had with this new bus; and we replied that our guarance covers defective metrical, and we would be glad to have the write us what it cost them to have the wheel and differential

They said, in their letter, that the right hand forward wheel went to pieces and they had to robuild it entirely, and right on top of that the differential burst into about a thousand pieces and they had to have a new one made; and they feel under the guarantee The Langien Company should may for these repairs.

the Hotel Scattle (acted July 6th) to which is attached a bill for Jill.50, thich they seem to think The Lemman Co. ought to bey, and judging from their law translations are that there was concluding defective in them materials.

The hetel buses were shipped previous to Sept. 30th, 1911, and this is really a charge against the old Lansdon Company.

I have laid this situation before Mr. Case, and he has asked me to put the matter before you.

THE LANSDEN COMPANY

7-11-12

£2

It would expect that consthing ought to be done in this so as to retain the good-will of those people who have been very well satisfied with what the Lansdon Buses have done for them.

As the machines were delivered before we took over the company, will you advice us whether or not you wish us to send them a check for this bill and charge same to your account.

Yours very truly,

THE LANSDON COMPANY

Marles Brech.

Secretary.

Enc .

CABLE ADDRESS: "LANSDEN O."



THE LANSDEN COMPANY Electric Commercial Vehicles

MAIN WORKS AND GENERAL OFFICES 394 TO 408 FRELINGHUYSEN AVENUE

NEWARK, N. J., U. S. A., July 20, 1912.

ph Phil

Mr. H. F. Hiller, Secy., Thomas A. Edison, Esq.,

Orange, H. J.

Dear Sir:

We enclose herewith a letter dated July 10th, which we received today from the Receiver for THE JACOB METAGER COMPANY, Indianapolic, Ind.

Yours very truly,

THE LANSDEN COMPANY

General Manager

WLC.SS

Enc.

CABLE ADDRESS: "LANSDENCO."



THE LANSDEN COMPANY

Electric Commercial Vehicles

MAIN WORKS AND GENERAL OFFICES 394 TO 408 FRELINGHUYSEN AVENUE

NEWARK, N. J., U. S. A.,

Oct. 1, 1912.

Mr. Harry F. Miller, Secretary, To- Mr. Thomas A. Edison, Orange, N.J.

Dear Sir:

Enclosed please find a letter we received from Roemler & Chamberlin regarding the Jacob Metzger Co.,

Very truly, THE LANSDEN COMPANY

Secretary.

CB/EH

CHAS. O. ROEMLER

TELEPHONE MAIN 2162

HARRY O. CHAMBERLIN

ROEMLER & CHAMBERLIN LAWYERS SUITE 1101-4 LAW BUILDING

INDIANAPOLIS, Sept. 25, 1912

The Landden Company,

Newark, N: J.

In re Jacob Metzger Company.

Gentlemen:-

In accordance with previous notice sent out, a meeting of the creditors of the above concern was held Wodnesday, the 18th inst., and it was decided to sell all the bonded whiskey now on hand and thereby procure sufficient revonue to pay to the creditors, approximately a 40% dividend. This it is estimated will take about thirty days time.

The creditors idea is to then continue the business for a while in order to reduce the stock as much as possible and thereby add further to the revenue. After this, it is the plan to sell the business, if possible and get whatever seems reasonable for it. In this way it is estimated that the largest possible amount will be realized for creditors.

We will endeavor to keep you posted as to the developments.

Very truly yours,

c./CL.

Rosente C. Chamberlin

farious

DAY LETTER

THE WESTERN UNION TELEGRAPH COMPANY

25,000 OFFICES IN AMERICA CABLE SERVICE TO ALL THE WORLD TO A LITTLE TO THE WORLD TO A LITTLE TO A LIT

tibles, it which, retries attention stated below, the terrentians, as a feet the research is first with the state of the received by request of the receiver, under the received above.

BELVIDERE BROOKS, GENERA
HEGO, N. VAIL, PRESIDENT

T.W. I.

LOS ANGELES CALIF 19

THOMAS A. EDISON

ORANGE NJ.

62 BLUE

night Letter Callege

AGENT FOR DETROIT ELECTRIC COMMERCIAL VEHICLE/TRYING TO INTEREST ME
IN THEIR CAR EQUIPPED WITH YOUR BATTERY STATEMENT MADE YOU
NO LONGER INTERESTED IN LANDSON TRUCK ALSO YOUR WAGON WILL
NOT BE ON MARKET SOON IS THIS TRUE AND WOULD
YOU ADVISE THEIR CAR PRICE IS HIGH AND WAGON SEEMS
HEAVY FOR MY WORK ANSWER APPRECIATED NIGHT LETTER MY EXPENSE
STRICLY CONFIDENTIAL

J J JENKINS.

710PM

Los Angeles, Cal. Sold out interest un Lausdon 2019 30 Longer interested, Brill

October 30, 1912.

Mr. H. F. Miller:

Regarding the Olson Cartage Co. wagon returned to the Lansden Co. I would advise that the Lansden Co. dispose of this machine, as it is not the type of machine that could be used here to advantage. The body is enclosed type and would not be practical for our work here, unless the Laboratory could use same. We will never get the value out of this machine no matter what we do with it. If they cannot dispose of it, I would advise having it put in shape and possibly we could dispose of it in some way.

Harry - I don't understand their We have to pory + what amount -Regarding the Olson Cartage & wagon This was sold by the old Laurden Co. and was delivered to Olion in Chicago Geby, 1911 Landen agreed to take it back in a year and refund or pay bain \$ 2285. of the \$ 3050. they pair for it provided it was in as good a Condition as it was when they received it less natural wear and tear Eleven months after or Jany 1912 Olson gave notice to the new Laurden & that they would return the wagon The new Laurden Co had in the meantime sold them a new wagon and as they could not make delivery by Feby 1912 they allowed Olson to keep the old wagon which was returned Sept 27th in a worn out condition recessitating

an expenditure of \$45000 to fact it in "thought, good working order" see Landen & letter attiched.

Bachman thinks perhaps the Laboratory Could use it I think the Landen & should give us an express body fur in the give us of the extra time the wagon was used by Olson

H. F.M.

One those and Mr Edward Spo we have following Gleon Cartage & with a Laurden & to Just we wagen in good working yes we has wagon in good working order We get an old style one ton wagon Ufor it in good working order Laurden made the deal with Olson before Backman and

Mr. Edison:

November 14, 1912,

Holdthin Regarding the Olson Cartage to, wagon which had been returned to the Lansdon Co. for oredit, I note that you make a memorandum "Bachman, are there any more of these affairs."

I am glad to say that this winds up the slate with the exception of the Hearn Co. which you are familiar with; as you remember that your arrangement with the Lansden Co. was that you would stand 50% of the cost of changing machines over and put them in service. This there is some ponalty arrangement made whereby lose was to less \$50.00 per day on socount of delivery. I understand Beach has taken advantage of this and the pennalty contract has cost tase somewhore in the neighborhood of \$3300.00, which however is not part of our agreement.

The Olson Cartage Co. is an old matter and you were quite familiar with it during the time, as I had taken same up with you and you said the best thing to do was to have it you hand. I would suggest you said the best thing to do was to have it returned. I would suggest you hold up this correspondence a little while longer, as I have told you hold up this correspondence all the thing the longer as I have told you have to the control of the longer than the same tha time ago.

Backman

Moladian

Attached are three bill lovering
rebrieding Jas a Harmsdons Laureden truck
which you agreed with Mr Beach +Mr
base to stain one haef
base claims to have spend a lat
more money than is represented by
the bills in trying to please Mr
Beach who is still dissatisfied,
He will homem try to please him without
any more expense to you.
Mr Bachman went into the moster with
Mr bease and thinks the bills are ox.

Order No	. THE EURISHER COMPANY ELECTRIC WAGONS VARIOUS TYPES FOR COMMERCIAL AND PASSENGER SERVICE	
	Newark, N. J. April 1, 19	12.
Sold to	Thomas A. Edison,	
Req. No.	Address Orungo, H. J.	
Shipped	day of to	
From	Via	
	Yor one-half our house on Rebuilding J. A. Heern & Soute La Lenden Truck Ho. 151, as agreed - to carry one promises of Old Lamaden Company to Hearn	183 54
	I JAK I III	of part

4997

IN REFERRING TO THIS, PLEASE MENTION OUR BILL NO. Terms: The Lansden Company Your No. ELECTRIC WAGONS Order No. VARIOUS TYPES FOR COMMERCIAL AND PASSENGER SERVICE Newark, N. J. August 31, 1912. Sold to Thomas A. Edison Orange, N.J. Req. No. Address Shipped day of From ViaTo 1/2 the cost of "making good" on 15 old Hearn chasses as agreed 12720 00 1272 00 1650 00 Material for 15 chasses 2848 10% overhead Labor Machine Shop 1353 00 1005 00 840 10 18840 10 82% overhead Labor assembling & painting 82% overhead \$ 67 Total cost 15000 00 3840 10 1920 05 Less amount charged Hearn Loss 1/2 of loss

Your No. Order No.	The Lansden Company ELECTRIC WAGONS VARIOUS TYPES FOR COMMERCIAL AND PASSENGER SERVICE	
	Newark, N. J. Sept. 30, 19	12.
Sold to The	mas A. Edison,	
Req. No.	Address Orange, H. J.	
Shipped	day of to	
From	Via	
	For one-half our Loss on Rebuilding James A. Ecam & Son's Old Lanadem Truck No. 150, as agreed - to carry out promises of Old Lausden Company to Hearn	176 83
	1 min	Back.

LIST C.

Adams Vehicle Co., New Haven

ALANCE OF ACCOUNTS RECEIVABLE UNCOLLECTED AS OF DEC. 31, 1912.

\$ 17.20

Adding fonitore for and		
Adams Vehicle Co., Washington, D. C.	7.25	
Central Smelting Works	174.02	
Commercial Vehicle Co., Manila	10.20	
Frank L. Dyer	2,875.73 auto 4	
Edison Storage Battery Co.	212.30 277.00 Auto	4 ~
Electric Wagon Co. (W.E.Eldridge) Boston	277.00 auto	N.
Edison Storage Battery Garage Co.	25.65	
Green Car Sight Seeing Co.	3.60	
Jersey Biscuit Co.	12.00	an t
Herohants Transfer & Storage Communication	292,50	. (1
Multnomah Lumber & Box Co.	7.05	
Total Uncollected Dec. 31, 1912	\$4,419.50 3,61.5	-
Ci Lausder Charles 315	3622 212 212 212 212 212 212 212 212 212	Λ.

three matters settle Laurden los account with will be settled They paives in Cash We get back three bruchs which we sold for they paid sundry claims against the old Laurden 6. This pair the following Uncollected ages Receivable - 17.900.00 4 Nets of batteries 3.7. Laboratory bills 2.6. My M

Edison General File Series 1912. Battery, Storage - Edison Storage Battery Company [not selected] (E-12-14)

This folder contains documents relating to the business of the Edison Storage Battery Co. The two items for 1912 are a letter to Clarence C. Churchill regarding a sample of nickel hydrate and a report on tube loading operations for January 1912.

Edison General File Series 1912. Battery, Storage - Electric Vehicles (E-12-15)

This folder contains correspondence and other documents relating to the commercial and technical development of Edisoris alkaline storage battery and its use in electric vehicles. Many of the documents were written by Edison or bear his marginalia. Included are letters and advertisements concerning the Electric Storage Battery Co. of Philadelphia and its Ironclad-Exide battery. Also included are a draft agreement and related correspondence with the General Vehicle Co. concerning a battery service system of central stations for electric vehicles, along with letters pertaining to arrangements to establish a marketing agency in Connecticut. Among the correspondents for 1912 are William C. Anderson, president of the Anderson Electric Car Co. and manufacturer of the Detroit Electric automobile; longtime Edison associate Edward H. Johnson; and Philip D. Wagoner, president of the General Vehicle Co.

Approximately 80 percent of the documents have been selected. The underlied consists of unsolicited correspondence, promotional material from companies seeking business with Edison, clippings from periodicals, a form pertaining to product guarantees from the Edison Storage Battery Co., duplicates, and items that duplicate the information in selected documents.

Ruhlic Service Electric Company

Newark, N. J. Jan. 2, 1912.

bonas A. Edison Storage Battery Company,
Bedison Storage Battery Company,
West Orange, N. J. certs for

Dear Sirif at their back and mut so Jean are trolond You will recall that in our conversation Saturday of the

you laid particular stress upon the apparent lack of intelligint engineering in the electrical design of the modern vehicle, and pointed out improvements in motors, wiring, and controllers which would increase the efficiency of these machines.

As you are aware, the electric lighting companies throughout the country are championing the electric vehicle, in the belief that, commercially at least, it will ultimately dominate the transportation field. Already several lighting companies have expended more money in advertising the electric machine than has any one vehicle manufacturer. Because of this fact, we believe we are justified in demanding from the electric vehicle makers the elimination of the defects you indicate, and to this end propose a conference of the vehicle manufacturers and active Central Stations to adopt a standard of electrical design which will eliminate the faults you mentioned.

May we ask you to kindly write us the details of your investigation, and also any suggestions you may wish to offer concerning the proposed conference.

Yours very truly, Plysion Agent.

SGT:D

How was to get act the production of the first of the Course of the Cour

Dear Sir:-

Enclosed herewith I hand you letter and advertisements which will explain themselves. Now, we desire to know what your intentions are at this time relative to keeping your battery before the buying public. I intended to have taken this matter up in person with you, but our time was pretty well occupied with Mr. Ford while there, and this was entirely neglected.

I recall, and you must remember also, that after entering into our working arrangement while there, you put your arm on my shoulder and said: "Anderson, you can depend upon one thing, we will not see you licked, we will help you out in any way that is thought best. The question now arises, inasmuch as these people are spending from \$15,000.00 to \$20,000.00 a month, as to what you are going to do. Your advertising department has never been to our liking and we don't believe you have received the value you should have received for the small amount of money you have spent. We are experienced along that line and have an advertising bureau here that understand their business, as you understand your battery, and it is these people who should be put next to the proposition. I have met two or three men who claim to be lookession. I have met two or three men who claim to we look ing after your advertising down three, and I begt the provided of the provided when I taland, but they certainly won't do in the look of the provided where the log demand is. What you must do is to keep your battery before the people and they must be told its qualities. We don't want a lot of publicity about yourself; I find that people are well posted as to who you are, but they are not well posted as to the quality of the battery.

I wish you would take this into consideration and let me hear from you as to what your ideas are regarding meeting the conditions as outlined in the enclosed letter and advertisements.

Yours very truly,



TELEPHONE CALUMET 4789

ANDERSON ELECTRIC CAR CO.

2416 MICHIGAN AVENUE CHICAGO

1/8/12

Anderson Electric Car Co.,

Detroit, Mich.

Gentlemen-

Enclosed herewith find copy of three ads which the Exide people propose to run in newspapers throughout the country.

Yours truly,

Per Chicago Mul.





The "Touchab-Etabe" Battery does not quit on a hill nor when starting a heavy load. It is about he battery which gives satisfactory service in either cold weather or load. It is about the starting a heavy load. It is also the battery service in either cold weather or load to the property of the starting and the starting that any other battery made. It has been endowed by curry one of the 22 heading electric which makers.

It has been endowed by curry one of the 22 heading electric which wasters.

It has been endowed by curry one of the 22 heading electric which wasters.

It is also the property of the starting electric which wasters.

It is also the property of the starting electric which wasters.

It is also the battery made and the property of the proper

Local addues

This advertisement is appearing in the following cities:-

Boston, Mass. Cleveland, Ohio. Chicago, III. San Francisco, Cal. Los Angeles, Cal. Detroit, Mich. Denver, Col. St. Louis, Mo. Washington, D. C.



This advertisement is appearing in the following cities:—
Boston, Mass.
Cleveland, Ohio.
Chicago, III.
San Francisco, Cal.
Los Angeles, Cal.
Detroit, Mich.
Denver, Col.
St. Louis, Mo.
Washington, D. C.

MORE MILES

With Less Attention

For Electric Vehicles Equipped With the



BATTERY The "fronclade Exide" will run an electric car more miles with less expense and less attention

than any other battery made.

the control of the co

WIRE INCIDENT AND A ARGO ELECTRIC VEHICLE CO. HAKER MOTOR VEHICLE CO. HOREANDE CO., HOC ELECTRIC VEHICLE CO. CILABIES BEGOV CO. CILABIES BEGOV CO. CILABIES AND CONNERCIAL TRUCK CO. OP AMERICA CONNERCIAL TRUCK CO. OP AMERICA

COLUMBIA MOYOR CAR CO.
DAYYON ELECTRIC CAR CO.
GENERAL VEHICLE CO.
GENERAL ELECTRIC CAR CO.
HUFP-COMPORATION.
KENTUCKY WAGON MFG. CO.
C. P. KIMBALL & CO.

You will get the best service from your new "Electric" by insisting upon the "Tronclab-Exibe" Battery, or by renewing your present battery with "Tronclab-Exibe" plates, which fit any jars of standard

Write for the "Ironclad-Exide" book. The "Ironclad-Exide" guarantee is plain and straightforward.

THE ELECTRIC STORAGE BATTERY CO.

Lical addiess

This advertisement is appearing in the following cities:-Boston, Mass. Cleveland, Ohio. Chicago, III. San Francisco, Cal. Los Angeles, Cal. Detroit, Mich. Denver, Col. St. Louis, Mo.

Washington, D. C.

PoWayoner
Red While G
Rorden & Review and
Waggner Lolly, ng
Spin Well Co Harr Crown up Hartford Excelming contine C Come and coffee you hava times Zam.

General Vehigle: Edmpany

MANUFACTURERS OF

ELECTRIC COMMERCIAL VEHICLES

PRINCIPALOFFICE AND FACTORY LONG ISLAND CITY, N.Y.

February 12, 1912.

Mr. Thomas A. Edison, The Edison Laboratories, Orange, N.J.

My dear Mr. Edison:-

EDISON BATTERY SERVICE SYSTEM - HARTFORD, CONN.

Referring to the above, I have gone over the draft of contract in detail with the Hartford people and they were very much pleased with the form in which the agreement was presented. They suggested, however, that two points should be considered,

First: The contract as drawn is limited to the City of Hartford and they wished to have it revised to cover the territory to which they supply current for lighting and power purposes.

Second: They raised the question of desiring to furnish similar service for pleasure vehicles. I suggested to them that as we do not make pleasure vehicles we would modify the agreement to leave them free to deal with you direct without including us in the matter.

I attach revised draft of the agreement, which you 0.X'd on January 26th, and have endeavored below to point out the changes made in the draft which you 0.X'd. These are as follows:

No. 1, page 2, first line after "vehicles" insert "for business purposes."

after Ho. 2, page 2, sixth line/"whereby" insert "the users of." No. 3, page 3, and to first puregraph after words "Wehiele Company" the following - "And in such vehicles made by others and not operated for business purposes, in which the Battery Company may authorize the Light Company to use the same."

No. 4, page 3, article first, second line after word "driven" insert "commercial", after word "vehicles" insert "that is, vehicles to be used for business purposes."

No. 5, page 4, article third, 3rd line after "be" insert "as low as the."

No. 6, page 5, article sixth, subdivision (1), changed to read as follows:

"(1) That the Edison Storage Battery shall be installed and used as aforesaid only on such electric vehicles made by the Vehicle Company, but the Vehicle Company consents to the extension of this license by the Battery Company so as to permit the Light Company to use said batteries on electric vehicles made by others and not operated for business purposes."

No. 7, page 6, article sixth, subdivision (5), sixth line after words "Vehicle Company" add -

"and in such vehicles made by others, and not operated for business purposes, in which the Battery Company may authorize the Light Company to use the same." After word "any" in the mext to last line insert "kinds and" and change word "make" to "makes"; in the last line change "Battery Exchange System" to "Battery Service System."

GENERAL VEHICLE COMPANY

Mr.T.A.E.---3

2/12/12

No. 8, page 7, article minth, 6th line, insert before "minety"

No. 9, page 7, add article "ELEVENTH."

I am sonding you herewith four copies of the agreement. If the form is satisfactory to you, will you kindly execute three copies, returning them to me and I will have them executed immediately by the Hartford Electric Light Company, end will execute the same for the Genoral Vehicle Company, returning one copy to you. The Hartford Electric Light Company have called a meeting for Wednesday to close the matter up.

From my talk with Mr. Dunham, I do not believe we need anticipate any curtailment of business on account of congestion in exchanging batteries as the Hartford Company will. I think, unhoubtedly make such arrangements as are indicated as desirable from time to time to facilitate the business.

Yours very truly,

PDW-RMF

P. Logane



PLEASURE VEHICLES.

THE TAMOUS" HIGH SCHOOL" LINE.

Mr. W. C. Anderson,

Fresident, Anderson Electric Car Co.

Detroit, Mich.

Dear Sir:

We are in receipt of your letter of February 10th, enclosing a copy of a telegram from the Edison Storage Battery Co. We wish to advise that we have had absolutely no trouble with the felt coverings used in connection with the Edison batteries in our garage. We have, however, been particularly careful to see that the tops of the colls have been kept dry and clean, so that there has been no danger from short-circuiting, due to any of the felt having absorbed any of the electrolyte. However, it is our opinion that for a customer keeping his own car, it would be well to place undermeath the felt an extra covering of rubber. We have lots of confidence in the protective qualities of the felt covering, and unless we receive positive instructions from you to discontinue its use, we will go ahead as before.

Yours truly.

ANDERSON ELECTRIC CAR CO

ACD-ISME

WE MAKE THE QUALITY

AND THE QUALITY MAKES YOU THE PROFIT.

Peb. 16th, 1912

In P. D. Wegner, General Vehicle Co., Border & Review Avenues, Long Telend City, H. Y.

Dear Ir. Wagner:-

Mr. Edison says he will concent to that additional paragraph in regard to Hartford. I presume, therefore, that you will want to have the Contract racopied and executed over again.

Yours very truly,

WHII/ES

darry wolf of the cont of the Care and enclaved a Kickback" to your letter, will be pleased to have you

Come back, matituty to make a practical wind pread batter box scome to 62 a specially of the Andorson Entrange"
(See Detiring) Edison

The Converse D. Marsh Company 15 Spruce St., New York

> March fifth 1912

This is a copy of a letter we are sending the Electric Vehicle Hamufacturers not represented in Boston.

The have broken through the ice in Benton. The Bewmen Company, agency for the Stevens-Duryee Car, who next to The Fuller Company are the biggest Gas Car Dealers in New England, have taken over an Electric agency. The enclosed clipping from the Boston Transcript explains the matter.

Yours very truly,

CDM/RG

[ATTACHMENT/ENCLOSURE]

Boston Transcript Grands
February 24th, 1912.

SOWNAN TO NATOLE WATERLEY
SEVERA-Durys Agent Ados Enterior Flash
urs and Commented Lears to 312 Line
urs and Learn to 312 Line
urs and Learn
urs and

General Vehicle Company

ELECTRIC COMMERCIAL VEHICLES

PRINCIPAL OFFICE AND FACTORY LONG ISLAND CITY, N.Y.

Long Island City, N.Y. March 29, 1912 Dic. 5/28/12

Mr. W. H. Meadoweroft, Thomas A. Edison Laboratory, Orange, New Jersey.

My dear Mr. Meadowcroft:

I thank you wery much for your letter of harch 21st, in regard to the suggested Battery Service System agreement.

I was not sure as to the intention with reference to the points in question, and which you have cleared up.

Of course I assume that it will probably be impossible for us to entirely clear no this situation before Mr. Edison gets back, but in the mountime I will go over the contract carefully, and possibly suggest changes in the wording to make more clear the points indicated in your letter.

Very truly yours

President

PDW/CSD

MENERVAL VEHICUE GUMPANY

MANUFACTURERS OF

ELECTRIC COMMERCIAL VEHICLES

PRINCIPAL OFFICE AND FACTORY LONG ISLAND CITY, N.Y. Long Island City, E. T. April 8, 1912. Dic. 4/6/12.

Mr. William H. Meadewereft, Thomas A. Edison Leberatory, Crange, H. J.

My dear Mr. Meadowere ft:

I have your letter of April 4th. I also received a mesnege from ir. Stevenson on April 2d, stating that you had advised him that Hr. Edison is rather in fever of the contract which we had submitted, but desires to provide that if the batteries improved at any time, certain modifications should be nade, etc., and that you indicated you would know more shout how this was to be done when the letter which you sent me with yours of April 4th was received from Hr. Edison.

In regard to the question of the Battery Company getting come direct advantage if the life of the first battery were more than live years: I have been thinking over some way of accomplishing this result, and the following has command to me as a possible way of taking care of this matter:

Referring to the guarantee, let the guarantee stand that the life of any battery, with one renewal, shall be ten years; then determine the price of the renewal on a sliding scale, as follows:

If the bettery is removed on or before the completion of the five-year period, the price of renewal would be list price, less 25% discount.

GENERAL VEHICLE COMPANY

\$2--WHM--4/8/12.

If renewed between the end of the 5th and the end of the 6th year the discount would be 20%.

If renewed between the end of the 6th and the end of the 7th year the discount would be 15%

If between the end of the 7th and the end of the 8th year the discount would be 10%

If between the end of the 8th and the end of the 9th year the discount would be 5%.

And if renewed between the end of the 9th and the end of the 10th year the discount would be zero, or list price.

It seems to me that, in general, this would accomplish what Mr. Edison has in mind, and in a manner to which the user should have no objection.

GENERAL VEHICLE COMPANY

\$3--WHE--4/8/12.

It would seem to me that with the above comment the second objection in Mr. Edison's mind possibly may be taken care of, and that the first suggestion I made above might take care of the first objection, so that we can go ahead and note some progress.

I would be glad to hear from you in regard to the above.

I do not exactly understand the intent of the last clause of Mr. Mison's memorendum, as I do not understand that we are in position to go sheed until the above points are settled.

Very truly yours,

PDW/CSD

O.D. Two gour

April 11th, 1912

Mr. P. D. Wagoner, President, The General Vehicle Co., Long Island City, N.Y.

My Dear Mr. Wagoner:-

I am in recoil of your fevor of the 6th instant in regard to the proposed form of contract. It seems to me that you have met kr. Edison's criticisms fairly well, and as soon as possible after his return to the Library I will take up the whole mether with him, and I think that he will be ready for an early conference with you on the subject of this contract.

I am no more certain than you are es to the full intent of the last clause on Mr. Mison's memorandum, but I took it to mean that in general he was antisfied with that kind of contract if his criticisms could be taken care of, and that if we could see our way clear to meet these criticisms, you would be in a position to make preliminary arrangements in one or two urgent cases that you might have on hand.

Yours very truly.

WHM/ES

for trucks & pholosieve Thosa . Edwar & Pear In 19 Wind you will have Clepusin ofte a stay of one one year and the & commune fraidelle get taxo Peter formed automobile being for the most fact flat and level per Since my beturn them trying 5 entires different manufactures in this aranded, in the right wong to much freign confection has have not net with much fucus. It seems & me that the election reliefe has even quele formabilities than the growing can in this county (lagreta) for the following reasons, particularly in the atre send as Breen aux, Rosans. 1st garden conte which 35 cents It I the a gellow where cleaner if cost about 20% have than in herogan lug. 2 nd hamme theets 3rd Supplies of election while compand with the you can. Hit men and women not mering feel. He above seen i me to recommend the cluture commissioned and pourse. That never been an electric otherte in the arquitire and an Sear find out mue have low here expected from the county There. Throng that all the electric achiele comments have then eyes n this march trinites all wach omene the & make the first more but 5 Iny mind, will the whome condition breating, the election would appear very stings & the people of properly demonstrated and chown

W. H. BROUWER

South you with hope that you may grown me an intermed as Sometiment that you are expensely enterview in the electer while propular at the minimals.

Sinchre a lette from the Bake motor behale to with whom I shop a week going one the proportion and shelve that he was no

Sheph a wild going one the proportion and received rate we term in that they did not go unto it was a guestion I corpute mus than any thing they, sendly return the 5 me when you have rend to

James on Thomas

So Church the heary in but.

[ATTACHMENT/ENCLOSURE]



Baker Meter-Vehicle Co.
Baker Clectrics

Daker Ciecur

NATIONAL METAL TRADES ASSOCIATION

CABLE ADDRESS
-BAHER CLEVELAND
-BAHER CLEVELAND
-BAHER CHIEFTON
-ABC. FIFTH EDITION

Cleveland.C.U.S.

Harch 19, 1915.

ir. T.H. Brouwer,

Intional Association of Hamanacturers,

50 Chards St., Nov York, N.Y.

Donn Mr. Brouwers-

the forten and if yelly with the writer here been constituted with the well-delicated and the first the well-delicated and food that we already come that its less than the second control of the second control of the well-delicated with the second control of the se

To wish to extend to you our very best wishes for your recent to that combay. Believe we cheeld be glad to hear free you at any this that you do.

Tunking you for all information and advice you have furnished us, we result,

Yours vory truly,

The Percy State of the State of the

General Hanger

ZR7-4

Weadoweroft:-

In the latest contract sent in re-Wagoner's there are two had things. Suppose we can make the battery last
six years, or even seven years, we not only get no henefit from
it, but when it is roturned, the chances that the iron is good
are much less than if it lasted five years. The longer it lasts,
the less value has the roturned battery to us, as the cans will
be more injured by denting and rusting. The irons will be older
and generally the roturned battery usight require renewal of both
iron and can. Whereas, if only used five years, the condition
would be more favorable for just renewing the nickel plates.

Evidently what Wagoner is driving at is that the depreciation costs shall not exceed \$181.00 yearly, and that he gots what batteries he wants at the discounts nemed.

Now if we can make the battery last 8ix years, the Battery Co. should get 3/4 of 3181.00 for the extra year, and the owner 1/4.

This is an incentive for the Battery Co. to distinsish the costs to the owner by using every effort to increase the life of the battery, even if the costs in the factory should increase. Thus the owner is assured that depreciation costs will be no more than 3181.00 yearly, and may be less.

Another point in this contract that is dangerous and might tie us up in certain cases is this:

It says that the discounts at all times shall be at least (5 & 5%) greater than the Battery Co. gives regularly to Central Stations, Power Companies or Garages. Here is an

instance where it would be bad -- The R.R. the other day offered us an order for our lighting for \$250,000 of batteries, providing we gave 20% discount. I turned it down; but there might be conditions where a million dollars might be involved that I couldn't turn down; then ell these Wagener contracts would have to be changed. Its a poor proposition to base anything on so shifting a foundation. Altogether, when I return, we shall have to go over this contract very carefully.

I telegraphed you to day no Regener could go sheed with the one or two urgent cases and await my return for the formal contract.

Edison.

<u>General Vehicle Company</u>

MANUFACTURERS OF

ELECTRIC COMMERCIAL VEHICLES

PRINCIPAL OFFICE AND FACTORY LONG ISLAND CITY, N.Y.

Long Island City, R. Y. April 17, 1918. Dic. 4/16/12.

Mr. W. H. Meadowereft, Thos. A. Edison Laboratory, Orange, B. J.

My dear Mr. Meadowereft:

I thank you very much indeed for your letter of April 15th, and am very glad to note that Mr. Bulson has returned.

I will be unable to so over to see Hr. Edison within the next few days, but will arrange to do so at the earliest possible moment.

In the meantime, I woulder if you could give me a little further information on the points referred to in the last paragraph of your letter.

Kindly give Er. Elison my very best regerds.

Very truly yours,

PDM/OSD

President.

Buick Motor Company

TELEPHONE: NEW YORK BRANCH
4040 COLUMBUS. BROADWAY AT 55% ST.

ALBANY, N. Y. BROOKLYN, N. Y. NEWARK, N. J.

NEW YORK May 6, 1912.

Mr. Thomas A. Edison, East Orange, New Jersey.

Dear Mr. Edison: -

We are instructed by our General Manager, Mr. Charles W. Hash, Flint, Michigan, to deliver to you one Model 36 Buick Runabout. Explanation will follow by mail.

Yours very truly,

BUICK MOTOR COMPANY, New York Franch,

> Doruch worth Manager.

AGS/H

FACTORIES: FLINT, MICHIGAN

Pr

GENERAL VEHICLE COMPANY

ELECTRIC COMMERCIAL VEHICLES

PRINCIPAL OFFICE AND FACTORY LONG ISLAND CITY, N.Y. Long Island City, N.Y.

Mr. W. H. Meadowcroft, Edison Laboratories, Orange, N. J.

Dear Mr. Meadoweroft:

I was prevented hast west from giving much attention to the batter; system contract owing to the fact that I was called to Montreal the night after I saw you and remained there all the week.

I enclose a copy of my idea as to the wording of the contract in reference to ten year cost, etc.

Will you look it over and let and me know what you think of it, if you have prepared anything I will be glad to see how you have clarified the wording.

Very respectfully yours,

ADS- CAM

President's Office.

On Ornaces

Anderson Electric (ar (ö. Pleasure and commercial cars

May 22,1912

Mr. Thomas A. Edison, Orange, N.J.

My dear Mr. Edison;

I hand you herewith copy of the registrations for the month of April for the state of Calif. which will explain itself.

You will note there are some very interesting figures noted thereon.

Yours very truly,

WCA/E

Enc(Copy of registrations)

[ATTACHMENT/ENCLOSURE]

1. C. Jo . __

٠,٠	COPY OF REGIS	STRATI	One furnished b	y V∄t	for month of A	.R. pril 1912.
	Abbett-Detroit	7	Graham-Legan	1	Palmer-binger	1
	Alcc	12	Halladay	કે	Pathfinder	12
	American	19	Hares	1	Peerless	10
	Apperson	14	Haynes	18	Pennsylvania	2
	Auburn	19	Henry	1	Pierce Arrow	25
	Autocar	10	Herreshoff	1	Pope Toledo	1
	Avery	1	Home Made	1	Prpe Hartford	20
-	baker Elentric	4	Hewari	7	Premier	3
	Bergdell	1	Hudson	48	Pullmar.	10
	Brownie Car	21	Hupmobile	. 7	Lucen	.1
	brush	288	нирр	14	Hambler	47 3
	Buick buffalc Trk	200-	Hupp-Yeate	2	Randelph Rauch & Lang	8
	Cadillac	106	Imperial	7	Regal	30
	Cameron	100	International	10	Reliance	2
	Catercar	40	Interstate	1	Renault	ž
	Chalmers	77	Jackson	12	Renc	102
	Chase	4	Kelly	1	R.C.H.	10
	Clarement-Courier	i	King	ī	Sampsen	-6
	Clark Carter	ī	Kissel Kar	37	beliecht	2
	Cole	6	Kline Kar	2	beagrave	1
	Columbia	4	Kr.cx	3	bears	1/2
********	Columbus	8	Krit	4	S.G.V	2
	Commercial	4	Lansden		Simplex	3
	Continental	2	Lambert	1	btanley	7
	Corbeno	1	Lauth-Juergena		btunley bteamer	3
	Crane & Brecd	1	Lewis	5	Stearns	11
	Crawford	2	Lexington	5	Stevens Duryea	14
	Courier	1	Little Giant	1	btcddard Dayton	
	Corbin		Locomobile	19	btoddard Elec.	1
	Grew	3	Lezier	10	btudebaker	2 11
	Crexton	7	Mack	5	Stutz Themas	7.7
	Cutting De Tamble	3	Marion	8.	Tournine	í
	De ramore.	34	Harmon Larguette	1	Tourist	10
	Dorris	4	Kathesen	i	Velic	8
1.	Durocar	3	Laxwell	65	Victoria Elec	ĭ
-	Elmcre	22	MoIntyre	1	Warren	ä
	Empire	ĩ	Mercer	5	Warren Detroit	î.
20	E.M.F.	184	Metz	10-	-Wayerly	· 4
<i>*</i>	Rveritt	16	Michigar.	16	White 19	19
	Federal Trucks	6	kidland	1	Whiting	1
	Fiat	1	Mitchell	83	Wilcex	2
	Flanders Elec.	11	Mcreland	9	Wichita Falls I	
	Flanders	138	Heline	2	Winten	3.6
	Ford	379	Licen	3	Dealers	10
	Franklin	27	hoore	4	lic make Given	_38
	Frojer Miller .	1	kiedern Truck	1		
	Firestone-Columbu	ıs 6	Motorette	1	TOTAL.	2902
	Garford	6 1	Matical	11		
. /	Glide		liyberg Oakland	40		
M.	General Motor Car	. 5	Oldsmobile	16		
A	Great Western	i		206		
	Gray	ā	Packard	21		
	Grabcusky Gramm	î	Paige-Detroit	7		
	O T CHIMI	-				

June 3, 1912.

bunds copy

Copy of letter sent to

W. C. Anderson, Esq., Pres.,

Anderson Electric Carriage Co.,

Detroit, Michigan.

My dear Anderson: -

Use personally betwen Laboratory and house, was tested carefully when it arrived, and over our asphalt test course near Newark which is level, gave 69 waits per the course near tested again the other laboratory and the course to the course of the course

Shall I investigate or can you put me wise as to reason of this great change? Can it be roller bearings have got flattened or something of that kind.

We carry 45 lbs. pressure on tires. I am going to pump to 60 lbs. and run it over test road again.

Beach has abandoned roller bearings on his cars, as he found the watts per ton mile kept increasing right along. Have you any experience of this kind.

(Signed) E D I S O N.

Original lead pencil sent to Mr. A.

Gulo pae.

Detroit

Anderson Electric (AR (6. PLEASURE AND COMMERCIAL CARS

DETROIT, MICHIGAN

One One

Jun 15,1912

Mr. Thomas A. Edison,

Orange, N.J.

My dear Mr. Edison;

AThe wall is olil

and lith, replies having been sent to you relative to the inflation of the tires and the watt consumption of your can lite to the inflation of the tires and the watt consumption of your car. Hote you have been running your car on the tire at 45 lbs. pressure. That certainly makes a car ride casy but you cannot get much mileage or efficiency out of it. In the your cannot get much mileage or efficiency out of it. In 15 lbs. more in and the car will go back to normal. Please make this test and let me hear from you further.

I was much disappointed in being beaten out of my vicit with you but the storm hit me at such a time it was impossible to reach Orange and keep my other appointments. There was nothing special but what I could transmit to Mr. Bee whom I spent the evening with at the Waldors I went over several matter by the property of the requirement of the returns.

I am also interested in learning if you have enlarged your plant so that your output is going to be increased.

We toured 1500 miles all told and had an enjoyable trip. Met lots of people that I had not seenfor many years.

Yours very truly.

WCA/E

37 Brusius on

Si low offered a half interest in a achewe or promoting an Electrical Vehicle "met It a game that I am Expeciely fitted to play -Succe Milians Other if my me wisher enthusinsticely approve Which means) I min have the Cooperation my the Erican Id. Eas's Then " will go in Allin -The thing has been

cantury well die Cut & The xee 1'att acen

.

My or Exisan That is all I want at present I Certain, Manies not expect you to the up to one auctioner however big it was - but I Want to Know that my Concern Can get your Batterys. Known that is a mater I can discuss I trap admiral Kenny to see with Bu your new Phono. pister on y we were delighted mith it! I share take many of my M. I. Club friends dawn to Yours faithful

Telegram July 16/12

E. H. Johnson

J. S. East 81th Street
New york

J. will help two humbred
and fifty on the Mousand
you want.

Edwent

Louise by 1911

EDWARD H. JOHNSON

20 BROAD STREET

DEN Edison Sincere thanks for the check. I was On the Verge of hysteria all last night Continplating the protable necessity of giving up the new alliance I have Made in the Electric Wagon enterpring I haven't heard a Word from Reside presum The in Vister On the Road some where Herr gatheres a lot of uniful reformation in To Election x hun preparing a Prospection for we wind the Banking from we are decking to interest There amage a laps " it When I have find dealt with the subject sincer of yours Od M. Sohnson

Mr. Edison:-

BUICK MOFOR STARTER

Porging for the Series-Shunt Field has been received, and Luhr is working on it. We have a complete armatuse all ready to run for this, also brunh holders and bearings, but we have to make end brackets to fit the large field forging, and these will be ready by the time the forging is machined.

AUTOMATIC TRUCK NOTOR

Heavy strip copper fields here been made and are being connected up for this meter, and expect to get it running with the above change and the heavy leads tomorrow.

Will start on the controllers just as soon as we get the next tests, so that we will know what currents and number of steps we will have to provide for.

DUB/ES

CHIEF ENGINEER

Copies to Messrs. Chesler and Fleming.

(ile. Stouler

TEST ON COMPOUND MOTOR STARTING

With 6 cells of B 4 connected to motor with very short leads to reduce loss in line.

LINE WOLTS.	AMPS		WEAL DOW O'
6.15	75	lst.	THORO WOODASA
6.2	70	2nd.	
6.4	65	3rd.	
6.7	55	4th.	

Fired engine over twenty times above average of input. Motor stalls on about 100 amps with short leads to Battery.

NOTE: The Engine starts on 40 to 45 amp. two or three times successively and then will require 55 to 75 to start showing varying friction or compression, requiring more power at some times, to start.

(With above arrangements motor started engine over twenty times with out failure. Voltage at motor not less than 6 volts. amperes input not over 75

From this test it appears that the motor will start the engine every time if the voltage in motor tunneaks is not less than 6 volts.

STADOTHO & B-4 CELLS.

		Omnio and G			
LINE	VOLTS.	AMPS.	SPEED.		
		20	1680		

NOTE: CHarging speed can be reduced to 1200 to 1400 R.P.M.by increase in shunt field atrength, if necessary.

(16 Tooth Sprocket on motor.)

This motor is having leads fixed up and windings waterproofed, then wall be mounted on car.

In view of the conscional heavy current required for a stiff

In view of the cocasional heavy current required to a still Engine, taking 60 amps, or more, we will use heavier starting leads from Battery to motor and make tests with size B 6 as well as B 4 Cells.

S.G.Langley.

Aug.8th,1912. LVC. (Muy



PLEASURE AND COMMERCIAL CARS

DETROIT, MICHIGAN

Aug. 21, 1912.

ANSWERE

RECEIVED AUG 23 1912

AUG 81 Amid Mr. W. G. Bee, Sales Manager, Edison Storage Battery Company, Orange, N.J.

Dear Sir; -

I presume that you know that Willard has been in Europe for the past two months investigating batteries. Bacon had postals from him from different points, on one of which he stated he had discovered a new battery, etc.

He struck our City yesterday, and Towson ran into him, and he had a good deal to say regarding the wonderful new battery that he was going to spring on the Americans, and he had a whole lot to say what he discovered in Europe on the Edison. It was down and out, att., att., the wild not look good in writing what he dumped. So I suppose we will be confronted with something brand new from the Willard end of it. He intimated there would be an item in the papers telling how he found this wonderful battery.

Yours truly.

ANDERSON ELECTRIC CAR CO. W Cludes one

WCA/O

just say that we have permanent and watch agents all over Europe who watch out for all navelles in our line attal Wer Willand has found no wonderful Callory Zdenton TRE

REC

PLEASURE AND COMMERCIAL CARS DETROIT, MICHIGAN

Mr. Thomas A. Edison, Precident, Edison Storage Battery Company, Orange, N.J.

Dear Mr. Edison; -

I am much pleased indeed to receive your valued favor of the 27th., and note that you are well, and able to work 122 hours in the seven days. work some myself, and am told I am too hard a worker, but I have to have three times the rest you do. out I have to mave three times the rect you do. I showed your letter to a great adeirer of yours at the Club the other day, and he shook his head, and said he was sorry to read I, as it only seant that the condize would not continue to burn in that way. I have made up my mind, however, that you are considerably differon my mind, nowever, that you are considerably different from the ordinary human being, and here is hoping you will live, as you once said to me, to be 150 years.

I would like to get the following information, and take it it will not take but a minute of your time. You will recall experimenting and hoping your time. You will recall experimenting and non-like you exceed a factury Charging Set, places active and your coperiments on this particular apparament been abundand. Some months lake a map roved repairies. Principles of the and appoke hopeful of it. Twould like to know what and spoke hopeful of it. Twould like to know what has become of that.

The charging of electric cars, as I have slways told you, in the smaller towns, is the bigest handicap we have to contend with. On account of the cost, and the fact that they are not reliable. we had a \$75.00 absolutely fool proof charging apparatus, we could increase the sale of our cars one thousand the first year, and two thousand the second year.

Third, but not least, what about the new phonograph that you promised you would send me when completed, and what new singers have you on this machine.

We are looking for a visit from Mr. The outlook for business next year Monnot tomorrow.

on the electric looks very good to us. We are going to increase our output considerably, if the Exide don't put us out of business. The talk is now they are going to form a combine to control all the electric care, including the Anderson.

Oh another thing permit me to ask you;

How about Teddy Rossevelt? You know I am strong for

Teddy, and every business man I ment thinke I am

crary. I am for the compensation act, and amost

every plank in his platform, especially the women;

he wants them to vote, and so do 1. He wants the

judicial decision recalled, and so do 1.

It would do s lot of good if you would write me a letter, a little about the alternative man and about your buttern, and about your buttern, and about the about for Teddy. The about for Teddy, along, and if you think you would like to write such a letter, let me hear from you.

ours truly, On M.

vo to acre ci

popul



Harold Cooke

Agent for





302 St James Street, MONTREAL, 9/6/12.

Thomas A. Edison, Esq., Edison Storage Battery Co., ORANGE, N.J.

Dear Str.

graviantes Audensonlande rears Cope for the Contiene in his Lake of the warm appropriate I was

I have lately got into a discussion with the Hupp-Yeats agent here with regard to your batteries being guaranteed in DETROIT ELECTRICS.

The Hugy Yeats agent states that some friend of his wrote you personally as to whether you guaranteed the Edison Battery and you replied you did note

I have bet the Hummy Yeats man \$100, that this is not true. In support of my contention I have copy of your letter of the 14th October 1911 to the Anderson Electric Car Co, ower your own signature, in which you agree to sell then the proportion of your batteries you have r served for 1912 pleasure vehicles and in which you state "we guarantee the battery for four years will be capable of developing its rated capacity" This I assume avalies to 1912 Detroit cars.

The Hupp Yeats man contends that the Anderson people guarantee, your battery on their own responsibility and that any other electric vehicle manufacturer could do the same, only they dont recommend your battery and wouldn't take the chance. He also states that he can get all the Edison batteries he likes direct from the Edison factory.

Would you be so kind as to write ne a letter, over your own signature stating whether or not you guarantee Edison Batteries in 1912 DETROIT ELECTRICS. and if so thether to the Anderson Electric Car Co or to the purchaser direct.

I am sorry to ask you to go to this trouble but the Hupp Yeats ! nan has nade it a condition that the bet can only be decided by you, for the reason that he is putting up his money on information a friend of his sot fron you nersonally.

War Ord word die our Between

DETROIT FLECTRIC GR. 6:

PHONES: /SOLET 3545 W. F. SIEGHUND, PART

PLEASURE MIS COMMERCIAL CARS 5195 DELMAR BLVD. ST. LO UIS, MO.

TO DOW CROST

Mr. Thomas A. Edison, Pres. Edison Storage Battery Co. Orange, N. J. My dear Mr. Edison:-

I am writing to ask that you write a personal letter to Mr. W. K. Bizby, Contury Mide, St. Louis, Rocelywork and of the Wabah Ralroad Company, President of many other concerns and Innecial institutions and St. Jouis's first citizen, giving him your personal assurances about the Minon Battery in the Detroit Electric.

out of never 1818 ments the state of our three trees of the state of t

only mean a victory for the Detroit Electric and Misen Battery of the Detroit State of the United States of the Colombia and whose inforests in the Unitary of the Detroit States of the Unitary of the United States of the Unitary of the Unitary of the United States of the United States of the Unitary of the United States of the United States

Assuring you of my porsonal appreciation if you will grant me the special favor of writing to this gont man at your carliest possible convenience, I am,

Very truly yours.

DETROIT ELECTRIC CA

ws/kw

P. S. Also write the same kind of a letter to Mr. Chas. Korn,

3806 Flora Blvd., St. Louis, Mo.

Draft #8 Nov.22.1912.

WITNESSETH:-

WHEREAS, The Vehicle Company is desirous of stimulating the sales of its vehicles to users by arranging with Electric Central Stations and others, to buy, maintain and supply current from storage batteries manufactured by the Esttery Company, to the end that the purchasers of the vehicles can be relieved of the necessity of making the investment in batteries, or providing facilities for charging and maintaining such batteries, and

WHEREAS, This method of carrying on the business shall be known as the "BATTERY SERVICE SYSTEM."

Now, it is agreed as follows:- ...

- 1. The Vehicle Company agrees to build its vehicles for this special "BATTERY SERVICE SYSTEM" in such a mammer that the batteries used therein shall be at all times easy of access, for the purpose of filling with water and cleaning, and also not subject to being covered with extraneous matter, and so that the battery units will not be subjected to excessive handling, which would cause any injury, shortening the life of the battery.
 - 2. The Battery Company agrees that it will fur-

nish to the Vehicle Company as many batteries as it may require during the next six years from the date hereof. for use on the "BATTERY SERVICE SYSTEM" and that the price of the batteries, for the "BATTERY SERVICE SYSTEM" to the Vehicle Company shall be list, with a discount of at least twenty per cent. but in any event not higher than at present; and agrees that the discount shall be ten per cent. greater than it generally sells batteries to Central Stations. Power Companies or Garages for other uses than "BATTERY SERVICE SYSTEM."

But the Battery Company may refuse to sell on above terms if the Vehicle Company interfere with the Battery Company's business by selling said batteries at a greater discount than fifteen per cent. from the Battery Company's list price.

The Guaranteed life of any battery to be sold as herein contemplated, shall be governed by the terms agular protes of the guarantee as set forth in Schedule "Bry of the Balkey Company, cop

IN WITNESS WHEREOF, the parties hereto have respectively caused these presents to be executed and their respective corporate seals to be hereunto attached by their proper officers thereunto duly authorized.

EDISON STORAGE BATTERY COMPANY

Witness:

and afreed Hat al Any THE GENERAL VEHICLE COMPANY, INC.

Witnessi

called the Battery Company will quaranteed forces of any out or the dist price thereing

which tout

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B. _ 21 Section,

* ... De . 2/200

nish to the Vehicle Company as many batteries as it may require during the next six years from the date hereof, for use on the "BATTERY SERVICE SYSTEM" and that the price of the batteries. for the "BATTERY SERVICE SYSTEM" to the Vehicle Company Shall be list, with a discount of at least twenty per cent, but in any event not higher than at present; and agrees that the discount shall be ten per cent greater than it generally sells batteries to Central Stations. Power Companies or Garage for other uses than "BATTERY SERVICE SYSTEM."

But the Battery Company may refuse to sell on above terms if the Vehicle Company interfere with the Battery Company's business by selling said batterics at a greater discount than fifteen per cent from the Battery Company's list price.

The Guaranteed life of any battery to be sold as herein fauction contemplated, shall be governed by the terms of the regular printed guarantee of the Battery Company, copy of which is hereto annexed marked Schedule B. - It being understood and agreed that at any time within one year after the termination of the guaranteed period of any cell or cells, the Battery Company will replace the positive plates of such cell or cells at fifty per cent of the list price thereof.

> IN WITNESS WHEREOF, the parties hereto have respectively caused these presents to be executed and their respective corporate seals to be hereunto attached by their proper officers thereunto duly authorized.

> > EDISON STORAGE BATTERY COMPANY

Witness:

THE GENERAL VEHICLE COMPANY. INC ..

Witness:

by

- Person buys a car equipped with Isonclads. When requesting guarantee, finds car not "approved."
- Person buys approved car, and specifies his favorite make of tires. Discovers, after receiving car and requesting guarantee, tires of not "approved" make.
- 3. Person buys "approved" car with "approved" tires. Gets blow-out in country. Can buy another make of tire from Local Garage, but no "approved" tire. Must wait until one comes from factory.
- 4. If our and battery, or battery alone, has reposed in a "lost" freight car or local auto dealers place over 60 days from date of shipment from Electric Storage Buttery Company Pactory, no quarantee to purchaser if requested them.
- If battery has even been in Exide Depot over 60 days from shipment from Factory, no guarantee.
- "Upon request" indicates company is afraid of battery.
 Otherwise guarantee would obtain as it does in tires.
- The "60 day" clause seems a gamble on 60 days of ignorance of purchaser before he finds out a guarantee can be had.
- 8. If man owns two cars of identical make, he cannot take Ironclad from one car and put in another, because serial number of cars are different.
- 9. The connections between cells of these Ironclads corrode, as evidenced by experience with them by users. Who renews these connectors?

charged, and thereby injured? Who pays this?

10. Wood separators last only eighter months maximum in lead-sulphuric acid cells. Who pays for putting new separators in? This entails dismantling cells and re-burning them.

11. Hard rubber jars are notoriously weak. Full of blow holes, etc. What about cells that leak solution out while

- 12., If you buy, say, a \$50.00 tire, guaranteed 3500 miles, and return it to fartory or agency at, say, 2000 miles, with desire to exchange toward new tire, because of wurn indication or blow-out from flaw in construction, you are credited with 1500 miles, and charged with 2000 miles. For \$21.44 you get a new tire.
- 13. You buy sat of Ironclade for, say, \$600.00. No capacity yer charge is guarantrad at any time. Dells may drive our only five miles per charge. Not "worn out" until they refuse to drive car an inch. As long as you can get a fraction of an inch per charge, it is up to you to keep charging and uning.
- 14. When battery is at last "worn out" it costs woney to burn apart, empty solution out, pack for shipment, and pay freight.
- 15. Manushile, no maximum time for adjusting is stipulated, and the company can take the remainder of the three years to consider the matter.
- If you wish to exchange your Ironclad toward a straight Exide, no provision made for credit.
- 17. 20,000 miles is at rate of 18 miles per day for 1095 days. The average of an electric pleasure car is 4800 miles per annum, or 15 miles per day. Therefore, a pleasure car will not go over 14,235 miles in three years, as a rule. 300 cycles is supposed to be the life of a lead cell. Therefore, only average of 47 miles per charge. This shows they expect cells to loss capacity.
- 18. It is therefore apparent that all adjustments will be done on "time" basis.
- 19. Nothing is said about guarantee being based on directions being lived up to by the purchaser.
- 20. This would seem to indicate purchaser can abuse cells all he desires. A "worn out" battery will entitle him to get a new one - by paying more money.

THEY ON SPECIAL IGHIZION & LIGHTING DYNAMO

TIME	ARMATURE	FIELD	COMMUTATOR
10 A.M.	260	26 0	860
10.30 A. M.	360	320	30 0
11. A. M.	410	380	400
50% overload at the end of one hour			
	520	500	550

Note that this machine should not be run continuously on more than full load. It carried the 50% overload without any particular difficulty from sparking, and would probably carry this overload on intermittent duty without serious overheating.

DMB/ES

CHIEF ENGINEER.

Edison General File Series 1912. Battery, Storage - Federal Storage Battery Car Company (E-12-16)

This folder contains correspondence and other documents relating to the design, manufacture, and commercial promotion of battery-powered streetcars produced by the Federal Storage Battery Car Co. Included is correspondence with Frederick J. Lisman concerning his marketing rights in the United States and Canada. Also included are letters from Charles H. Coffin of the General Electric Co. regarding a proposed meeting between Edison and German metallurgist Ferdinand Heberlein. Other correspondents for 1912 include Ralph H. Beach, president of the company, LeRoy Scott, sales manager, and Edison's personal representative, Miller Reese Hutchison.

All of the documents have been selected except duplicates.

AS EVIDENCE OF THE EXCELLENCE OF THESE CANS. MR. EDISON HAS GIVEN TO US THE

FEDERAL STORAGE BATTERY CAR COMPANY BEACH CARS

EQUIPPED WITH

EXPRES. PRODUITS. PRODUITS. CALL.
UNITED STATES ELF. BLOOMFRED, N. J. EREL. R. BLUSSE AKEN, J. SERMEN, NEW JESSY FEBBACAN, NEWANONWESSY
GENERAL, OFFICE AND WORKS; FRANCUM STREET, NEAR DELMONT AVENUE

SILVER LAKE, NEW JERSEY January 20, 1912.

Mr. Thomas A. Edison, Orange, N. J.

WH 12:34

Dear Mr. Edison:

The enclosed clipping does not refer to our car-

Yours very truly,

B/W

Eno.

NEW YORK STATES OF THE STATES

Mac John - , Wil

Recelul Your

She ME 2 1 1 200

2 or 3 months orgo y gave you a ditter from a Doceacon at PRR Didyon go vive him I have treed & Dechini and Com still from but He has not get I win My car apointant To will keep at him Reads

Mr. Edison .-

Mr. Beach has offered me a commission of ten percent on the price of Beach Cars, minue batteries, which I am instrumental in selling.

I would, of course, endeavor to sell as many of these cars as possible, to help out the battery situation, but have you any objection to my accepting this commission of ten percent?

I have been working pretty hard for about a year and one-half now on the basis of all outgo, and no income, and while I am perfectly willing to wait for my proceeds from battery sales for Government purposes, I would like to pick up a few dollars on Beach Car commissions, if you have no objections.

PEACH ELECTRIC CAR

January 31, 1912.

Mr. Charles Edison, 6 Louisburg Square, Boston, Mass.

Dear Charles .-

Nefore mailing the letter to Underwood the other day, I talked with Beach, hore at the Laboratory, who tells me he has data showing schedule, receipts, exponse of operating, ate, of the Car that was run on the Watchang Branch for several months last year. I therefore decided that it would be better to go over this matter to have held up my letter than the company of the company to the company of the promised to send it over to me today. I call go over it thereoughly, and drop you a note on the subject.

Yours sincerely.

Miller R. Hotelmour

MRH/ABM

Fabruary 1, 1912. Dict. Jan. 31, 1912.

Mr. Charles Edison, 6 Louisburg Square, Boston, Mass.

My dear Charles .-

That North Newark-Paterson Branch proposition sounds good to me. I think it is a better game than the West Orange-Forest Hill Branch, because of the congestion of freight on this latter road.

I am going to milk Beach dry on data, and communicate with several of the operating companies that are purchasing Beach Cars in this wicinity.

Having determined the length of the run, maximum number of alighting sind. taking on stops, cost for current, etc., I will then communicate with you.

approach Underwood in the bather, until we have clear to approach Underwood in the bather, until we have determined the physical conditions and pessible earning opacity of a case on this lead of the physical conditions and pessible earning opacity of access on the passible of the physical conditions and the passible of the physical conditions and the passible of the physical conditions are proposed to the physical conditions are, we darmot arrive at any conclusion.

iently enticing, we can incorposite a little company, between us, and borrow as much money on the car and privilege as we can, the maximum amount sufficient to purchase the car, and provide working capital. By having the little company, we limit our presentation that the company is all limit our personal bell packeded in the sevent of injury, to the passengers by accident or orthorises. Operation to conduct on a partnership basis, but an under all conductions of the conduct on a partnership basis, but on the passengers of collers in the event of a society and the sevent of collers in the event of an accident of a good many thousands of dollars in the event of an accident

I am going after this thing in earnest, because I think if we are suggessful with this one car, we

I

And the state of t can, in the course of the next two or three years, build up quite a substantial operating company, and take in other branch roads.

aking bilang panganan na akina ang apalah sangan dalah a na Marana (**=2-**000) ang panganan panganan sangan

I am very sanguine of the future of the car, and am satisfied if we get into the game and study it properly, we will be able to build up a successful bus-

If this North Newark Heasth Branch proposition goss propenly, it ought to be in shape for you to take hold of when you come home from college this

Let me hear from you often with any suggestions that happen to come to you, and I will do likewise.

With best regards, I remain,

Contraction of Contraction (Section 1997) with the posterior of the Contraction of the C

Yours sincorely, The Killer

1.70 - 1.21 - 1.31 - 1.

Telephone from the Beach By der 3el 2/12.

Caroline Franker 60

Rockchell 91. 6
I emissioned the Federal Storage Early tar to an shipping you to take the for consuming my battery, I hearth tomuseur your good judgement in calading these can similar of the eld broken

Mr Cashing Michel Fire Hay

Pebruary 7, 1912.

Mr. R. H. Beach, President, Federal Storage Battery Car Co., Silver Lake, N. J.

Dear Ralph,-

I have not as yet received reply to the letter sent you from the Railroad in the West, which contemplates extending the line fifter miles, and using Seach Cars.

You remember that you were going to write me precisely what to write to these people, and as it has been a week or ten days since I sent the letter over to you, I will be grantly obliged for a really.

I wish you would nent a competent man over to Mr. Chashing, C/o Millet Ros and Hagen, Hankers, of New York, no Chat he can take up the natter of explicing the Beach Carto Mr. Chobing, I have been tipped off by the Yoko-president of one of the Trust Companies which they are not a trust of the companies of the companies which they are not a trust of the companies which they are not a competent to the companies which they are not a competent to expect the train the identical own-chard teacher.

You might mention that Mr. Ross of the Commercial Trust Company, Jersey City, N. J., has suggested that you take up the matter with them.

Yours sincerely,

Putting of fucel of property 9, 1912.

Mr. John C. Curtis. Huntington, Ind.

Dear Sir:

In reply to your request, in regard to the operation of storage battery cars driven with my batteries, I beg to say that the experience in a number of cases has clearly shown that these cars are practical and are cheaper to operate than the standard trolley car. They are in operation in a number of cities and towns throughout this country and have proven themselves to be efficient, reliable and preferable to the trolley car. You can easily satisfy yourself on this point by communicating with any or all of the meonle who have these cars in service.

Yours truly.

BERNA

The Western Car Beach Peb. 14th, 1912.

ROUGH APPROXIMATION OF ELECTRIFICATION, AND SIZE OF POSER PLANT AND AMOUNT OF EQUIPMENT FOR TEB ELECTRIC PROGUESION OF ALL SPEAR RAILSON PRAINS, TO SANDLE THE PRESENT TRAFFIC WITHIN SHE CITY LIMITS OF CHICAGO.

"Maximum momentary peak load on power house, approximately 180,000 KiW - Maximum hour, 180,000 K.W.H. - Maximum power house ourput for three hours, 400,000 K.W.H. - Average output for maximum three hours, 135,000 K.W.

SCHEDULE OF APPROXIMATE COST OF ELECTRIC PLANT AND EQUIPMENT.

Power Plant 180,000 K.W.

\$13,500,000

Sub-stations, transmission lines, distribution, third rail, track bonding, etc.

35,000,000

400 motor oars, equipped with 400 H.P. each - 200 passenger locomotives, equipped with 2200 H.P. each - 500 freight locomotives, equipped with 1600 H.P. each

42,000,000

Changing signals

8,000,000

Total - exclusive of track changes and structural changes

\$98,500,000

The amount of power required for a 150 ton motor our trein in local service IS miles distance, in 50 minutes - 2,250 ton miles per trip. This at 70 watts per ton mile, would require per train per trip, 157,500 Watt Hours, or an average load of 189 K.W. The meximum demand per train, might be kept down to about 1,000 K.W.

- To a passenger locomotive, equipped with 2,200 H.P. motors, the peak load would be about 3,000 K.W. and the average power would be about 1,500 K.W., which in the city limits might last 20 to 30 minutes.
- The freight locomotive road engines, equipped with 1,600 H.P., would require maximum powers of about 2,000 K.W. at peak loads, and average about 1,800 K.W.
- → Switching locomotives, equipped with 500 H.P., would require maximum powers of about 800 K.W., and average probably 250 K.W.

If the power for the entire propulsion of all trains within the city, including motor cars, passenger trains, freight trains and switching, was supplied from a single central power plant, the maximum load would probably be about 180,000. K.W., as stated above, and the maximum output for one hour, would probably be about 160,000 K.W.H., as stated above, and the average K.W.H. for three hours would probably be about 135,000 K.W. as already stated.

If the above power was supplied by storage batteries carried on the trains, it is probable that the ratio of the maximum power (180,000 K.W. as above), to the sam of all of the maximums demended of the storage batteries during the same hour, would probably be about 18% to 24%, and that during this hour probably 10% to 20% of the batteries would be out of service, due to idle trains, or batteries being charged, etc.

No allowance is made in the above power house loads for the power required to propel the batteries.

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE

SILVER LAKE, NEW JERSEY

Mr. Thomas A. Edison, Orange, H. J.

My dear Mr. Edison:

You will find enclosed herewith the draft of a contract which has been offered to us. This has come without solicitation on our part. . It is such an unusual contract that I hesitated a long time before submitting it to you. I am certain that on the part of the bankers it is not a quick resolution, but is the result of a carefully thought out plan by them. I wish you would take time to read and digest it carefully.

If I understand the contract correctly, it means an immediate order for about \$100,000 worth of cars and about \$30,000 or \$40,000 worth of batteries. It also means the stemp of approval upon our cars by a group of serious Jewish bankers. It means the enlisting on our side of the men who in fact control the Third Avenue Railway Company and a considerable portion of all roads in America. It means the irmediate setting aside by them at least \$100,000 in money to be used in selling these cars. It seems reasonably probable they they will carry out the contract in full, which if done, will take all and probably more batteries than you can make for several years to come.

On the other hand it limitates the scope of our work in a

way that I am not sure whether we will want it limited. In fact
the proposed thing is so large that I am at a less to knew just what to
do about it. In my work it solves the most difficult part of the
problem and that is the financing. It puts this burden automatically
unon the hankers.

After you think it over, I believe it will be clear to you that we will pay a commission of 72% and 5% at different intervals. That this in fact is all we do pay. If we have to finance our own orders, which we do now, we have to pay 5% to the bankers and it certainly costs us something to sell the cars, probably another 5% anyway. By this contract we both for the first three years for 71% and after that for 5% and at no timeare we ever hard up for money. Or, if we do not make such a contract as this, and as the business grows as it seems as if it would, then we have to have more and more capital and the only way I know of to get it is to sell stock. That is the old fashion way of doing it but is very expensive and dangerous. These above reasons incline me to the idea of making this contract. The contract really imposes no obligations upon us except to produce cars and that only to our capacity. You will note a very curious feature of this contract: I don't know whether in your experience you have ever had occasion to have this point brought out, but this contract is lacking in what is known as the mutuality between the contracting pasties. You will note that we would agree to pay to these bankers a commission on the cars they don't sell and while if all went along well we might be willing to pay this commission, yet there is no legal reason Thomas A. Edison -3.

why we should. This is a atrampe feature of this contract, evidently been overlooked by the bankers' attempy. This contract was drawn up by Judge Leventrit, atterney for the bankers and my atternay, who is a very clever man, has called my attention to this very poculiar orission. However, the bankers are ready to execute the contract if we are. I have thought it a good idea to leave it just as it is in cree we do execute it as it would give us an iswense advantage.

Whether these bankers can sell the cars they have undertaken to do, of course nobody knows. They think they can. If they can. it will be fine and if they only sell a part of them, it would be fine. If they only give us an order for the first sixteen cars, it would be fine. If they would go on and really sell all of these cars to my mind, the condition would be almost ideal as it would leave us free here to study and refine the problem of manufacturing without being annoyed and worried over the complex problem of selling and raising money. If we could be free to devote our energies to the refinement of manufacture, we could accomplish a great deal. We are in a peculiarly happy situation to undertake this kind of a thing, as we have no succient history or scrap heaps that have been capitalized. We are clean. Full of enthusiasm, strong with youth. Our competitors areold, burdened with debt on their manus. This proposed contract to some extent at least places us in excellent credit as to selling and would give us a standing among the big concerns and at the same time would give us an amount of business gradually increasing to permit of a practical development of the Works. I wish you would carelly read this thing over and let me know

if you think it is a good thing to undertake. I feel quite confident

Thomas A Edison -4.

that the contract would be carried out for the first year and will result in an order for about 100 cars. It. Lisana is a very able man. I have looked him up as carefully as I could and he stands very high as a Jewish banker. You know how the Jewish bankers are. They are very claunish, and it is quite possible that Lisana through his friend shift, who really controls the Third Arenne Ry. could bring the proper pressure to bear on the present management to fords the lead betteries off the road. He already has an order for 10 cars for the Pennsylvania bear and influence of this man is very strange. I suppose it comes from their manage. They are the ultimate buyer of securities. At any rate they buy them and as the railreads want to sell them, they are in an excellent prestricts a matter to the reads what kind of apparatus they shall use. As a matter of fact they do dictate to the.

I have wondered why Lieman wants this contract. The only enswer that I can think of is that he knows that he is in position to dictate to the roads and he wunts to make a profit out of that position which this contract would pownt him to do.

He is very anxious to close it up. Came over to see me yesterday and wanted to know if we could not close it up right samp because he was ready to buy a road and give us an order for 15 cars if we would close up with him. I told him that I could not give him any encouragesment whatever but that I would submit it to you. Therefore, kindly at your earliest convenience go over thefining and let me know how you feel about it.

Very truly yours And Angerral

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Enc.

FEDERAL STORAGE BATTERY CANNOT SHE WITH ONE OF THE SEAR STORAGE BATTERY CANNOT SHE WITH STORESTER SHE WITH STORESTER SHE WITH SHE

AGREEMENT Dated February 1912.

Law Offices of

M. E. HARBY #31 Massau Street Borough of Manhattan New York City

AGREGATIVE antered into this day of Pebruary, 1912, between the Federal Storage Battery Car Commany, a corporation organized and existing under the laws of the State of New York, hereimsteb referred to as the "Eanufacturer" and F. J. Limana & Company of the Borough of Eanhattan, New York City, a copartnership, hereimster referred to as the "Bankere", W I T N M S S S T N:

WHINDAU the Manufacturer is now engaged in the manufacture and sale of self proceduled cure running on railo procedled by Mdison Storage Matteries, and puruant to the terms of an agreement, a cony of which is hereto annexed, marked "A" and made a part hereof, has the exclusive license to squip such cars with the Mdison Storage Matteries, with any and all improvements thereon by thereto which have been heretofore conceived or adopted or which may hereafter be devised for or in connection with a mericantion to vehicles procedled upon rails on the American continent

MESSIGAG, in furtherance of the sale of its nroduct the Emutacturer is solicitous of entering into a contract with the Bankers to vist in them their measures or assignees, for a period of five (b) years from the date hereof, the exclusive right, subject to the limitation hereof, to soll for the Emutacturer on the Assessment Constitutions hereof and our equipment with said Science Sensitives, manufactures, assembled or controlled by the Emutacturer

MOW, THEREFORE, THIS AGREEMENT WITHESENTH: That in consideration of the premises and the sum of one

dollar by each of the parties to the other in hand paid, the receist whereof in hereby acknowledged, and of the immediate purchase of eixteen (16) Beach-Minon care of the general type new being made whose calling price is about 30000, each or eight of the large care of the general type new being made whose calling price is about 10,000, each, the details of which will be duly set out in specifications in the usual form, the marties hereto do hereby agree as follows:

prants unto the Bankers, their heirs, executors, administrators or assigns, for and during the seried of five (5) years from the date hereof, the exclusive general sales agency for the imperion-continuat to acquire from the manufacturer, sall and market for use on rails, the output of garra of the factory and shops of the Eanufacturer transported to the continuation of the continuation of the continuation of the continuation of any other cars controlled by the impufacturer carrying Misson iterage Satteries of any other description.

omplete shall be sold and may be nurchesed directly by
the Sankers at a price which it is intended shall not
exceed the netural cost of production plus fifteen per
cont thereof. The term-Cost of production shall comprise
cost of labor and unterial that enter into the manufacture
and equipment of said cars, operating expenses and expenses of the Emanufacture that fairly have to do directly
with the conduct of its business including administration,
reasonable salarios and selling expenses (including the

Cost bened

amount referred to in Par. 3 hereof); as it is clear that such expenses cannot be definitely fixed in advance it is screed that the parties hereto shall on the occasion of orders for said cars being placed, fix the price to be charged therefor which they will endeavor to represent and cover said items and said price then and there fixed shall be final between them as applied to the particular cars the subject thereof; but in the event of either of the parties disagreeing as to what is a fair price for gaid cars or as to whether the price therefor sought to be fixed by either party at any one time to be amplied to any particular order is fair and proper and in accordance with the standard or measure of profit above set forth, then and in that event resort will be had to the books of the Manufacturer and any and all other data in his possession for the purpose of ascertaining whether the prices fixed for the cars accord generally to the above standard.

to pay the Hankers the following commissions on all more sold by the Kanufacturer on the THIRD: -- The Manufacturer covenants and agrees gold by the Kanufacturer on the American Continent during the period thereof and during the life of this contract or the term within which this contract may remain in force regardless of by whom the same may be sold, and expressly covenants, guarantees and agrees that at no time during the poriod hereof or the life of this contract shall any of the output of the Manufacturer which is the subject of this contract be directly or indirectly sold or

offered for sale by either of the parties hereto in said territory at a price less than that said by the Bankors:

On all cars sold during the first three years of the life of this contract, that is to may the time within which it may remain in force, a commission to the "Mankers" of seven and one-half wer cent (7%) of the selling wrice;

On all ears sold from and after three years from the date hersel and until the termination of this agreement, a commission to the Hankers of five per cent (65) on the salling price.

POURTH: -- The Bankors hereby account the exclusive selling agency vested in them hersunder and agree with the Ennufacturer to blace the following orders during the poried of this contract, except as hereinafter otherwise provided, for cars generally known as the small curuthish now sell for about 35,000, each, subject to any changes as to contraction which the marties may agree to:

16 cars per month during 1912 30 " " " 1913 40 " " " " 1914 50 " " " 1916

If this contract be extended the following orders for ears will be placed by the Bankars as a consideration for such extension:

70 cars our month during 1917
20 " " " " 1918
90 " " " " 1919
10 " " " " 1929
10 " during cach and every month for the bulunce of the term of such agreement.

or half as many of the type generally known as the large car which now sells at about 310,000 per car.

Any orders in excess of the foregoing quota whenced by the Bankers in any one or more months, whall to the extent of the excess be credited to the obligations of the Bankers during the succeeding month or months. Nothing herein shall be construed to prevent the innufacturer from salling such ears on orders received from others than the sald Bankers.

The immufacturer covenants and agrees to promotly fill all orders pursuant to specifications and the special agreements made as to each order received from or through the Bankers and make delivery thereof P.O.B. factory of the immufacturer within minoty (90) days of the receint of such orders; said orders will be made on forms comprising the terms in the form of contract under which said cars are now sold attached hereto marked "0" and shall provide for a preliminary cash mayment to the lamufacturer of at least twenty-five war cent (25%) of the celling price of the car or said and equipment therein agreed upon.

The Unmufacturer shall be obliged under the torms hereof to accept and fill only such orders for said cars on which advances of the walling price thereof shall be rade by the Hamkers to the Manufacturer on its demand in the following amounts:

- 1/3 of the selling price on acceptance of order or contract of sale
- 1/6 thirty days after date of said order or contract of sale
- of enle 1/6 eixty days after date of eald order or contract
- of sale 1/3 less Bankers' commission upon presentation of bill of lading covering shipment of the car or cars which are the subject of said order or contract of sale.

and the fact of the

provided however that at least ten (10) days before the expiration of the period at which the Hamifacturer may require an advance, it give to the Bankers notice that such advance is required. Said advance may be made by comming a drawing account for the Lamifacturer with the firm of F. J. Meman & Commany and by denositing the amount of each advance somrequired with the firm of F. J. Meman & Commany in New York City in such account to the croid of the Emminateurer sho will check or draw against anid account as may be accessary in the conduct of its burdiness.

FIFTH: -- If default be made by the dankers and continue for a period of sixty (60) days, in placing orders with the Canufacturer for the stimulated number of cars for the year 1912 as provided herein, or if in any year after the year 1912 default shall be made by the Bankers and continue for a period of minety (90) days in placing orders with the Hanufacturer for the menthly quota provided to be placed during the year subsequent to 1912, then and in that event the exclusive rights and all the privileges hereby wranted to the Bankers under the terms hereof shall be suspended for a period of six (6) months after notice to that effect in writing from the Fanufacturer to the Bankors and during such period of susmension the Bankers shall not receive any commission on cars sold by the Manufacturor but he shall have the right to continue to sall said cars and shall receive on such cars so sold by him a commission of five per cent (5%) on the selling

price thereof and all orders placed by them shall be promptly filled as heretofore provided. If at the expiration of such period of suspension the Bankers shall have hold an aggregate number of care equal to that required of them under the terms of this contract, they shall be at once reinvested with the exclusive selling agency for the said cars for the balance of the meriod of this agreement and their full rights under this contract shall be restored to them as though said default had not taken place, subject however to any future defaults by the Bankors in the selling of said cars: but if the Bankers shall not have sold such aggregate then this contract shall thereupon terminate at the option of the Eanufacturer. During the period of such suspension, however, the Lanufacturer agrees that no contract shall be entered into vesting either exclusive or general selling agency in any other person. firm or corneration, and that it will not sell any of its cars either directly or indirectly at a price substantially and materially less than those prescribed herein. It is understood that the capacity of the Banufacturer may exceed the ability of the Bankers to sell and accordingly nothing herein shall be construed to prevent the ; anufacturer from selling cars up to its capacity provided the terms of sale herein prescribed shall not be unusual amongst makers and purchasers of street and railway cars and the Danufacturer shall not attempt to compete with the Pankers in selling said cars and shall not sell them at a lower price.

Carlos Control

SIXTH:- If the Emmufacturer should at any time arbitrarily refuse to deliver the cars, ordered by the Sankers within the time hereinsectifed, the obligantions of the Sankers to place the monthly orders as herein provided shall abute so long as said refusal by the Emmufacturer shall continue, and the Emmufacturer shall end will resimbure the Sankers to the extent of any and all excesses incurred by the Bankers in securing said orders plus the commission on the cars which form the subject of such refusal by the Emmufacturer. But this clause does not apply to a failure tommake such deliveries for reasons not under the reasonable control or ability or within the canacity of the plant or equipment of the Emmufacturer.

SEVENTI:-- Payments for ears ordered unloss made at the request of the Manufacturer as heretofore provided shall be made to the Manufacturer within ten (10) days after presentation of bills of lading, deducting from the selling price, determined as hereinbefore provided, Bankers' cosmission and any other advance or outlay incurred or to be incurred by the Bankers in connection therewith under the torms hereof.

EIGHTH:-- The obligation of the Sankers as herein neovided, to place monthly orders for cars, shall be wived and his obligation to may for cars ordered whall be suspended during any period of financial or business decreasion, crisis or stringage, and whenever the existence and continuance of a condition warranting

such waiver and suspension shall be in doubt or dispute between the parties hereto, the question shall be arbitrated by the appointment by each party hereto of an arbitrator bhothball be an officer of a Trust Company or National Bank situated in the Borough of Manhattan. City of New York. If the two arbitrators so annointed are unable to agree, they shall appoint a third arbitrator, and the decision of a majority thereof shall be binding and conclusive upon the question submitted and as to the time when the obligation to place orders shall be resumed and mayment shall be made for the cars theretofore ordered, and the parties hereto do hereby agree to and with each other to abide by the determination of the arbitrators so appointed.

NINTH: -- Any and all literature and advertising matter required by the Bankers to further the exploitation and onle of the cars shall be furnished by the Manufacturer at cost and the Manufacturer shall assist the Bankers in every way possible within the ability and means of the Manufacturer to introduce, demonstrate and effect the gale of such cars. Excepting the building of cars and furnishing of apparatus and delivering said cars or apparatus, demonstrations of said cars and apparatus shall be made by the Manufacturer without expense to the Bankers, but shall be charged against and shall form one of the expenses of the manufacturing busionry as hereinabove provided, and the Ennufacturer shall fin each case where sale is made, guarantee the construction

and running of said ears for a period of minety (90) days after the said ones are put in operation, and for this nurses the Mankers are hereby authorized and emouvered and vested with full authority to execute in behalf and in the mame of the Manuffeturer a guarantee, in each and every case where a sale is made by him to the extent horein contemplated.

herein contemplated

and agrees that it has the full and unrestricted right and arrest that it has the full and unrestricted right and arrivings to grant unto the Bankors the exclusive rights hereby granted and that it will not, wave for the workers of the contract the right to manufacture, assemble or deal in directly or indirectly, said one or buttering, and it will not directly or indirectly, grant to any one and who prichts, licenses, sub-licenses, nevillages, agencies or other rights under its aforesaid license, or under any other license or patent or patents affecting said type of batteries or agree, or enter into any contract thereby the poculative agency of the Bankors, any orall be in any manner interfered with, diminished or lessaned.

The immufacturer further covenants and agrees that it will at its own exponse institute, or cause to be instituted, aut by injunction, or otherwise, to enforce and maintain the exclusive rights granted hereunder to the Bankers, and will pay over to the Bankers any and all not damages recovered by it in suck suiter suits, or otherwise, in reimburgement of any lossnor damage suffered

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by the Bankers by reason of any illegal interescence with or the diminution of his sales by reason thereof, and in any action or actions so instituted by the Hamufacturer, the Bankers shall have the right to be represented by Counsel of their own selection.

ALEVANTH: -- The Enumenaturer further covaments and guarantees that the Enumenaturer half not by any not of the Enumenaturer be disturbed in their value of said care of litigation based upon any adverse claims under antenia affectia: anid care or batteries, or both, and will, at its own excesse, defend all suits or proceedings instituted against the Enumers or their customers for infringement of any patent by the use or said of said care or butteries, provided the Enumers or their customers give to the Enumeraturer prompt notice in writing of the institution of the suit or proceeding and negative the Enumeraturer to defend the sume, and giveful meded information, assistance and authority to enable the

THELPTH: -- Upon notice in writing to the Engagery facturer six (6) months prior to the expiration of this contract, the same shall be renewed and extended for a further period of five (5) years, provided that at the time such notice is served the Bankers, or their assigns, shall not be in default in the performance of their cobigations horounder. Such renewal shall be upon the same terms, conditions provisions and privileges herein provided, excepting that during such renewal period the

wet be to

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Hankers shall be required to place orders for the number of ears nor month as provided in maragraph FOURTH An the same terms the Hankers shall be entitled to further renewals of five years each except that the monthly orders that they will be required to place shall be squivalent at least to their monthly sales during a period of five (5) years prior to the service of such notice of intention to space.

THITTSOUTH:- Pursuant to the obligations of the Snakory Elevents, they do hereby agree simulataneously with the execution of this contract to deliver to the Ennufacturer orders for mixtoen (16) of the small type of our meet being manufactured or eight (8) of the large or the contract of the contract o

POURTHERSH:- This agreement shall be binding unon and sourcette the bonefit of the Manufacturer, its chooseners and ansigns, and to the Bankers, their beirs, executors, administrators and assigns.

PRETERMINATION that contract be terminated by remain of a default on the part of the Bankers, the Bankers may however continue to obtain ears at the contract price provided for herein; the commission provided for all be paid but only on the cars ordered by or through the Bankers instead of on the entire output of the kanufacturer. If however the Bankers commit no default with respect to this agreement the commission provided for herein is to be paid

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all stonage betting hand said by on antire or not the unclasturer whather or not the unclasturer whather or not the ruel	′
product be sold by or through the Bankers. The orders	
credited to the Bankers under this agreement shall not	
include orders not obtained through or from them although	
during the term of the contract they receive a commission	Ì
thereon.	

DIAMERITA: - The Hamilers contemplate the format

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IN SITEMON SHEEMOF The lanufacturor has caused this agreement to be signed by its President and attested by its Secretary pursuant to the authority of its Seared of Directors, and the Sankers have signed and affixed their seal the day and year first above written.

PEDERAL STORAGE BATTERY CAR COUNTY

•	ny	
Attent:		President
	Secretary	
	F. J. LIGHAN & COMPA	ч
	Ву	(L.3.

& 5 Briting Co - Federal dorage balling Carto + Lionan Fenanceal Chris

Francis BCCo caproso to suff Cars on a 15% boson of grafit EBh it Car with Batterns met to lose cletermend yearly by pueblic accountants

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Agent, for the dale afamale
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to receive 7/6 Com for
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actual order
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the city year -3-47

Storege 13 Car Co also may acely but shall any Xemin for advancing the meny 5% - to trong as seems cells the number of Sano as above,

ESBacker Co to grant Exchange right for battless for advantage or 5 years providing the amount of af Caro fold shall not be des than above stated

That in the advances by Laman 25BCs attall share Eginly the owns, with the Gattern are paid for in Ende Car

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FEDERAL STORAGE BATTERY CAR COMPANY BEACH CARS

STORAGE BATTERIES

EGGE, R. R., SILVER LAKE, N. J. D WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE TELEPHONE: 3153 BRANCH BHO

SILVER LAKE. NEW JERSEY Feb. 26, 1912.

Hr. M. R. Hutchinson, c/o Edison Storage Battery Company, Orange, II, J.

My dear Hutchinson:

I have your several lotters in regard to selling cars for us on a corrussion. In connection with this I beg to say that it is extremely difficult for us to make any general arrangement. We have agents in various places which such general arrangement would conflict with. There is, however, no objection to your selling cars and we will be glad to have you do so and we will always pay you a commission; the largest that we can afford to and in all cases will agree with you as to what that corrussion shall be at the time of raking the sale.

Yours truly.

President.

February 27, 1912.

Mr. R. H. Beach, vederal Storage Battery Car Company, Silver Lake, N. J.

My dear Ralph,-

I have your letter of the twenty-sixth

instant.

I do not see that it is really worthwhile attempting to do anything with Beach Cars unless I can get some data, and have my letters answered more promptly.

Notwithstanding your having promised me over ten days ago that you would get me a reply to the letter from the men in the West, who has written me several times, saking for a reply to his communication, I have not received a word from you on the subject.

were copied from the blurred shoet furnished me, showing the number of Baach Care in operation, and where
the sheet you furnished me, was no indistinct that I can
want to bright be have a constituted that I defice
want to bright be have a same and the state of free
haven't recoived that back yet.

I wanted to use this data in some of the advertising I am planning, which includes twenty-nine weekly publications. Of course, if you don't want me to do it, I will leave it out. But if you do want me to do it, it will be necessary to have come data to do it on.

Yours sincerely,

AS EVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE RIGHT TO THE EXCLUSIVE USE OF HIS STORAGE BATTERY FOR TRACTION PURPOSES

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE BATTERIES

EXPRESS: UNITED STAYES EXP., BLOOMPIELD, N. J. PREIGHT: ERIE, R. R., BILVER LAKE, N. TELEGRAPH :

CABLE:

AL OFFICE AND WORKS; FRANKLIN STREET, NEAR BELMONT AVENUE TELEPHONE; 3133 BRANCH BROOK

SILVER LAKE, NEW JERSE

Harch 1, 191

Mr. n. R. Hutchinson, c/o Edison Storage Battery Co., Orango, N. J.

Dear Sir:

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Replying to your favor of Jemmery Slat, Mr. Basch referred to no for extention a few drym previous to ry departure for the doubt and this is ry first opportunity to check some and return to you the statement of curse in operation, in course or count notion and pending execution of contract. Pure purdon the delay.

Yours truly,

Stalles Hanngor

S/V Pro∙ Mr. Edison, -

Something is the matter with Beach. About a month ago, I received a letter from a prominent railroad man in the West, asking for full details, prices, etc. of battery cars. They anticipate extending their railway fifteen miles, and want to consider Beach Cars. I wrote, asking for details as to grades, etc. Received them promptly. Took the whole thing down to Beach, as per his suggestion over the telephone. Notwithstanding a number of promises to get the information to me the next day, I am still without it. Meanwhile, the man in the West has written repeatedly, asking for some information. In each case I have called up Beach, but to no avail.

I have a letter from Monnot, dated Paris, February 20th, as follows:

"I have been writing several times to Beach, and have had no answer. I don't know what this means, as Rebhars promised to send me full information and drawings of his storage battery cars, so that I might develop business here. I was to pay him a small royalty on the cars built here, for the information supplied. I believe he has some other scheme up his skheme, but he ought to let me know frankly what he wants. Yes or no is all that I want. I can have the car builders here develop Rdison Storage Battery Cars, but I prefer to work with him, as it would have moved probably

faster. I am writing him today, urging him to give me an answer, and I wish you would find out what is the matter with him. If he does not wish to work with me as agreed, all well and good, but I must know it as soon as possible. I would like to have all the data possible on the battery cars, and Mr. Edison has promised to let me have a duplicate of the book on same that Beach had prepared for him when he came to Europe, and which he left with Bergmann. It would be useful to me to approach the street tramway and railroad people. There is a scheme here to electrify the suburban trams of the great railroads here, and there is chance for getting storage battery cars in. For this reason, I am anxious to get all the data available with photos and plans, if possible."

I suggest that you write Beach a letter about Monnot, and ask him what about the information he promised me on that railroad in the West. Do not send this memorandum.

Hutoh.

446

March 4, 1912.

Mr. LeRoy Scott, Sales Manager, Federal Storage Battery Car Co., Silver Lake, N. J.

Dear Soott,-

I have yours of the first at last.

I have not yet received reply to my letter waking for details, sizes of care, etc. to meet the requirements of that Western road that wants to build fifteen additional miles, to be equipped with Beach care.

had heard from you in the matter, and I had to reply in the negative, de wanted to know what no Barth is the matter, as he is naturally interested in secing this road put of letters on the subject, but have no reply yet. He suggested that I write you again, etaing that he will appreciate it very much if you will get me on hemedister typic by letters.

Yours sincerely.

Chief Engineer to Mr. Edison.

Marc h 11, 1912.

Mr. Cushing, c/o Millet Ros and Hagen, Bankers, 33 Wall Street, New York City.

Dear Sir:

Mr. Ross of the Commoncial Trust Company of Jersey City, has suggested that we take up with you the question of Beach-Edison cars to be used on a road which you are financing.

Under separate cover we are sending you a set of literature and beg to attach hereto a data sheet, which we would thank you to have your engineers fill in as much as possible.

Also beg to define that the writer will be glad to call on you at such time and place as you may mare to explain this projection to you in detail. However, you will probably find a visit to our factory and to the Bidson Laboratory of great interest and that is to vary contially invite you to favor is with such a visit eccompanied if possible by your engineers, at which time we would be pleased to have you exmine our method of production and operation, both of the care and batteries.

We beg to enclose herewith a very good description of the Edison Battery in comparison in traction work of this new buttery with the old type of lead acid battery. We are at your sorrios.

Yours truly,

Sales Manager.

P.S. Many of the most important railroads have Beach cars already in operation or under construction.

Enc. Bul. 15. d/s

SET

AS EVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE RIGHT TO THE EXCLUSIVE USE OF HIS STORAGE BATTERY FOR TRACTION PURPOSES

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE BATTERIES

PHEIGHT: ENIE, N. H., BILVER LAKE, N. J. GENERAL OFFICE AND WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE TELEPHONE: 3133 BRANCH BROOM

TELEGRAPH :

CABLE

SILVER LAKE, NEW JERSEY

March 23, 1912.

Mr. Thomas A. Edison. Fort Heyer, Florida.

My dear Mr. Edison:

I enclose you herewith copy of contract made with Lignan. This was signed on the 21st. I have gone over this contract as carefully as I could and I can see nothing in it that will now or my time hereafter be to our disadvantage. It seems to me that it is wholly advantage.

Outside of the contract itself, the fact that Lisman and his associates have undertaken this work and that they are really very powerful men in the railway world, it seems to me that the results of their efforts must bring us a large volume of business and the terms under which this business comes to us by reason of this contract, especially as to the terms of payment are peculiarly advantameous. I hope you will read the contract over and find it satisfactory. You will note in the second clause on the first page of this contract that it is provided that we shall armox at some time to this contract the resolutions of the Board of Directors of the Edison Storage Battery Company, giving to us the rights which you and Mr. Lisman and I talked over at our last interview. There is no immediate hurry about this, but scretime in the not distant future it will be a good idea to have this done.

Now Lieran is going shead and organizing a Company for the purpose of carrying out this contract. He has already employed as the manager of this company a very able railroad man by the name of Rhodes, whose business it will be to sell these cars. It goes without saying that he will work in conjunction with us in affecting the sales. Lisman has already given us the order for the first 16 cars. He is putting some very strong men on his bound of directors. Among others, Ingersell of the Pennsylvania, King of the Wanhington, Shorts of the Metrophlitan Ry. and a number of other equally prominent

He has not decided what to call his Company but he has decided on his capitalization. His Gargery shall have a cash capital of \$1,000,000 and its capital stock will be \$1,000,000 of Preferred and \$2,000,000 Common. A considerable proportion of this Preferred Stock is already subscribed and paid in The first day after we had signed the contract, Mr. Lisman told me that he had sold \$150,000 of this stock, and it really looks as though he was laying the ground work for his enterprize big enough to do the business in a broad way.

Among the orders which he has given to us are two cors for oteam railroad service for demonstration cors. This is fine.

He wants to call his Company the Edlson-Beach Bottery Car Co., or the Beach-Edison Battery Car Company, either one. I told him I had no authority whatever to authorize him to use this name, but that Iwould write to you and if you axast agreed I was agreed. I explained to him how you had always objected to the use of your name, but that I thought it possible in view of the earnestness with which he had taken shold of this and the high type of men who were interested in it, and that it was not a stock-jobbing scheme that you might give your consent. I don't think Lisman wants to use your name for any other reason than this. These cars without any effort on your part of mine, I believe, have become known almost all over the world as Edison-Beach cars and if we allow this proposed Company to use that name it would be of raterial advantage to then in identifying them with the business. I wish upon receipt of this letter you would telograph me your decision. If you decide to allow Lisman to use the name, simply telegraph "Yes". If you do not, telegraph "No", and I will understand what you mean.

We are getting along first rate here at the shop. Have gotten in the wood working tools and have some very good men and when You come back up I believe you will be agreeably surprised at the progress we have made.

I have one more thing I have to wrote you about which I really hate to.

Every time you go away we begin to get in trouble with your Credit men are first rate things to have in the family credit department. and they all seem to be cut off of the same kind of cloth and assume that Hoseman used to say that "When God made everybody is trying to beat them. the world he had a lot of old rotten stuff left over and he made them up into credit men and bookkee pers." I don't mem to say that your credit department is this way but they don't seemto be very broad minded.

Just at this moment we have an order up to the Works for two sets of but tery to go to Now Zealand. Our cars are ready to ship. We get the money two days from the time the batteries leave the Works. The money is waiting in the bank in New York ready new. All we have to do is to pack the goods, get the B/L and go gat our monoy and pay you. Phillips has refused to deliver these batteries. He claims that I am not keeping my promises. His general claim is that I agreed to settle our account in full by the 15th of this month. His claim isnot correct. I did not agree to settle in full. As a matter of fact I don't over expect to settle our account in full. It looks to me as if the more business we do the more we are bound to ove you but we will end do try to keen the amount as small as passible.

On Harch 5th we owed your company \$8746.40 and on March 11th we sent you \$4000. I find on looking over the books this morning that we one you \$9416 which is made up as follows: \$2700 for a set of batteries shired to Washington - car not yet unloaded. \$4000 car shipped to Ephrata - this to be paid in 30 days. \$2700 for car shipped to New Castle, Del. This to be paid next Monday. Total of all is \$8500. Balance of \$916 is various small accounts.

T.A.E. -3.

Some of it in dispute: some of it for rent.

Now as a metter of fact, none of this is old, except the New Castle our, which is shout two routhe old. It was now type of our which we had to experiment with. I could have paid this perticular account long age had I taken the some from the sale of a body, which I could have sold, but which I taken the some from the sale of a body which I could have sold, and which I taken the sale of th

How I have really done all I can with Phillips. He seems to have it in his ends that we are trying to defrand you. Whe story he really thinks so or not of curse I really don't know, but that is engagently his idea. His manner is every untriendly and I don't like to go to him. Not that I really care very much about it, but we are trying to build up a business here in a sound, healthy way. Den't weart any long time or exist see all ceases to re if you just passed a hint along to Phillips to not be quite so "Awany" those things would go along a good deal smoother. Kindly do the mecasary thing.

In addition to the above accounts, there is one I forgot to mention. There is one of \$100 I one personally, which I can some arrange to pay. I denote no of \$100 I one personally, which I can some arrange to pay. I can some arrange to be a first that I had a constance who was so uniformly prompt in payments to use as we have been to your company, I would not have the more to kide. Mintilly do the necessary thing, and chiles

Yours very truly,

Prosident.

в/п

Enclosure.

AGREEMENT entered into this AJAH

day of March, 1912, between the FEDMRAL STERAGE HATTERY CAR
COMPANY, a corporation organized and existing under the Laws
of the State of New York, hereinafter referred to as the
"Manufacturer" and F. J. LISHAN & CO. of the Borough of
Manhattan, New York City, a ce-partnership, hereinafter
referred to as the "Mankers",

WITHESSETH:

WHENEAS the Manufacturer is new engaged in the manufacture and sale of self-propelled care running on rails and propelled by Edison Storage Fattories, and possesses certain rights under an agreement which is to be defined in a resolution of the Board of Directors of the Edison Storage Battery Company, (a copy of which will be hereto annexed, marked "A" and made a part hereof) by virtue of which the Manufacturer has certain rights relative to the use and sale of Edison Storage Pattories, as applied to whicles propelled upon rails in the United States of America and Canada, and

WHEEKAE the Manufacturer is engaged in the manufacture of certain cars known as Beach cars, to be propelled upon rails in connection with devices which are the subject of putent applications referred to in the Schedule herete annexed and marked "B" and hereby made part hereof, and

WHERRAS in furtherance of the sale of its product, the Manufacturer is solicitous of entering into a contract

with the Bankers to yest in them, their neminess, or assigns, for a certain period, the exclusive right, subject to the limitations hereof, to sell for the Manufacturer, in the United States of America, and Canada, such care equipped with said Edison Storage Fatteries, manufactured, assembled or controlled by the Manufacturer,

NOW, THEREFORE, THIS AGREEMENT WITHERSEPPH:
That in consideration of the premises and of the sum of
One dellar by each of the parties to the other in hand
paid, the receipt whereof is hereby acknowledged, and of
the immediate purchase of sixteen (14) equipped care of
the general type now being made by the Manufacturer, whose
solling price is about five thousand (\$5,000) dellars
each, or eight (8) of the large cars of the general type
now being made by the Manufacturer, whose selling price
is about ten thousand(\$10,000) dellare each, the details
of which will be duly set out in the specifications in
the usual form, the parties hereto de hereby agree as
follows:

FIRST: The Manufacturer horeby gives and grants unto the Eankers, their heirs, executors, administrators or assigns, for and during the period of five years from the date hereof, and for and during the period of any extension of this agreement, the exclusive general sales agency for the United States of America and Canada, and the right to acquire from the Manufacturer, sell and market the output of storage battery care of the factory and chops of the Manufacturer, its successors or assigns, with all improvements thereon to the extent hereinafter

provided, or any other care of any description running on rails and controlled by the Manufacturer and operated by Edison Storage Batteries, subject to the terms and limitations hereof.

SECOND: The said cars, fully equipped and complete, may be seld for the account of the Hanufacturer or may be sold to and may be purchased directly by the Bankers at a price which it is intended shall be equivalent to and shall not exceed the actual cost of production and equipment thereof, plus fifteen per cent (15%) thereon. The term "cost of production" shall comprise the cost of labor and material, that onter into the manufacture and equipment of said cars, operating expenses and expenses of the manufacturor that fairly have to do directly with the conduct of its business, relating to the manufacture of cars which are the subject of this contract, including administration, reasonable salaries and selling expenses (including the amount referred to in paragraph Third hereof); as it is clear that such exponses cannot be definitely fixed in advance, it is agreed that the parties hereto shall on the occasion of orders for said cars being placed from time to time, fix the price to be charged therefor, which they will endeavor to fix at an amount which shall represent and cover said items; said price then and there fixed shall be final between them as applied to the particular cars which are the subject thereof; but in the event of the parties disagreeing as to what is a fair price for said cars, or as to whether the price therefor sought to be fixed by either party at any one time and to

be applied to any particular order is fair and proper and in accordance with the standard or measure of price above sot forth, then and in that event, the Bankers shall have resort to the books and papers of the Manufacturor and any and all other data for the purpose of ascortaining whether the prices fixed for the cars accord generally to the above standard.

THIMD: The Manufacturer covenants and agrees to pay to the Bankers, the following commissions on all Storage Eattory Cars sold by the Manufacturer in the United States of America and Canada, during the term within which this contract may remain in force, that is, during the term within which there be no default as to the conditions hereof by the Bankers, whether said cars are cold by or to the Bankers or by or through the Manufacturer:

On all Storage Battery Cars sold by the Manufacturer during the first three years of the life of this contract, that is to say, the time within which it may remain in force, a commission to the Bankers of seven and one-half (7 1/2%) per cent of the selling price;

On all Storage Eattory Cars acid by the Manufacturor for and after three years from the date hereof and until the termination of this agreement, a commission to the Bankers of five (5%) per cent of the selling price.

The parties hereto expressly covenant, guarantee and agree that at no time during the period hereof or the life of this contract shall any of the Storage Eattery Cars be directly or indirectly sold or offered for sale by either of the parties hereto in said territory at a

price less than that quoted therefor to the Bankers, nor shall the same be seld upon terms more favorable than those quoted to the Bankers, except by special agreement.

<u>POURTH</u>: The Pankers hereby accept the exclusive selling agency vested in them herounder, and said exclusive agency shall continue during the period of this contract, and except as hereinafter otherwise specified, so long as the Bankers shall place the following orders for coulupsed storage battery cars.

12 cars per month for the remaining months during 1912, beginning April, 1912.

14 cars per month during 1913. 16 " " " 1914.

16 " " " " 1914.

20 " " " 1916.

An order for the five thousand (\$5,000) deller type of eadd our new generally known as the small car, chall be considered the unit in determining the number of cars ordered or to be ordered and where a ten thousand (\$10,000) dellar car is ordered or sold, this shall be considered an order or sale of two cars under this agreement.

If the Bankers shall become entitled to a renewal of this centract, pursuant to the terms hereof, the exclusive solling agency shall continue during such renewal period so long as the Bankers shall from time to time during such renewal period place orders for the following number of care of the type or types as herein specified.

22 cars per month during 1917.
24 " " " 1918.
26 " " " 1919.

26 " " " 1920. 26 " during each and every month for the balance of the term of such agreement.

Nothing herein contained shall be construed to

limit the Bankers in selling or ordering the number of ears hereinbefore referred to, or as preventing them from selling and receiving commissions upon additional care cold by or through them pursuant to the torms of this contract, excepting the capacity of the plant or equipment of the Manufacturer.

Any orders in excess of the foregoing quota placed by or through the Bankers in any one or more months, shall to the extent of the excess, be credited to the orders provided herein to be placed by the Bankers during the succeeding month or months. Nothing herein shall be construed to prevent the Manufacturer from selling such type or types of cars or any cars on orders received from others than the Bankers, and orders received from others not the Bankers and not due directly to the interposition or effort of the Bankers shall not be considered as part of the quota herein fixed for the Bankers to sell in order to secure the compensation herein provided for. The Bankers, however, shall be entitled to the payment of the commissions hereinbefore provided on all cars sold by the Manufacturer which are to be used in connection with Edison Storage Batteries and propelled on rails in the United States or Canada. The acceptance of any such orders, however, shall in no way interfere with the prompt filling of the orders placed by the Bankers with the Manufacturer, and the Bunkers shall have a preferential call to the extent of the orders so placed by the Bunkers upon the output or capacity of the factory of the Manufacturer, but it is not intended that the Manufacturer shall refuse

or fail to deliver care pursuant to agreements made and executed or propositions accepted.

The Manufacturer covenants and agrees to promptly fill all orders pursuant to specifications and the special agreements made as to each order received from or through the Bankers and make delivery thereof F. O. B. factory of the Manufacturer, within ninety (90) days after the receipt of such orders, unless otherwise specifically agreed between the purchaser and the Manufacturer. The said orders will be made on forms defining the terms of sale and specifications in the form of the contract under which the said cars are now sold, a copy of which, except as to terms and specifications is attached hereto, marked "C" and shall provide, except where the Bankers are the purchaser, for a preliminary cash payment by the purchaser therein named to the Manufacturer of at least twenty-five per cent (25%) of the selling price of the car or cars and equipment therein agreed upon, unless a specific agreement for different terms shall be made.

The Manufacturer shall be obliged, under the terms hereof to accept and fill only those orders for said ours and equipment placed with it by the Benkers on which advances of the solling price thereof shall be made to the Manufacturer; if and so long as the Manufacturer be not in default with respect to any order for care placed with it by the Mankers the placing of any order by the Rankers and the acceptance thereof by the Manufacturer shall be taken as a consent and agreement that said advances on account of the order so placed and accepted be made in the following amounts:

1/3 of the selling price remaining to be paid by the purchaser on acceptance of order.

by the purchaser. In december of the selling price remaining to be paid thirty days after date of said order or contract of sale.

1/6 of the selling price remaining to be paid sixty days after date of such order or contract of sale.

1/3 of the selling price remaining to be paid less Bankers commission upon presentation of bill of lading covering shipment of the car or care which are the subject of said order or contract of sale,

provided, however, that at least ten days before the time at which the Manufacturer may require an advance it give to the Bankers notice that such advance is required.

Where said Eankers shall make a direct purchase of cars for their own account, the purchase price shall be paid as follows:

- 1/3 thereof on acceptance of order or contract
- of sale.
 1/6 thirty days after date of said order or contract of sale.
- 1/6 sixty days after date of said order or
- contract of sale.

 1/3 loss Bankers' commission upon the presentation of bill of lading, covering shipment of the car or cars which are the subject of said order or contract of sale.

Such advances may be made by opening a drawing account for the Manufacturer with the firm of F. J. Lisman & Co. at its New York or principal office, and by depositing the assumt of each advance so required with the firm of F. J. Lisman & Co. in New York City in such account to the oredit of the Manufacturer who will check or draw against said account as may be necessary in the conduct of its business. Where advances for the account of any of the purchasers of said cars are made by the Bankers, the contract of sale, with respect to which the advance may so be made by the Bankers, if said contract be executed by

anyone other than the Bankers, shall be assigned to the Bankers as security for the roturn to the Bankers of said advances so made.

FIFTH: If default be made by the Bankers and continuo for a poriod of sixty (60) days, in placing orders with the Panufacturer for the stipulated number of cars for the year 1912 as provided herein, or if in any year after the year 1912 default shall be made by the Bankers and continue for a period of ninety (90) days in placing orders with the Manufacturer for the monthly quota provided to be placed during the year subsequent to 1912. then and in that event the exclusive rights and all the privileges hereby granted to the Bankers under the terms hereof shall be suspended for a period of six months after notice to that effect in writing from the Manufacturer to the Bankers and during such period of suspension the Bankers shall not receive any commission on cars sold by the Manufacturer without the direct aid of the Pankers. but said Bankers shall have the right to continue to sell or buy said cars and shall receive on such cars when sold. or bought by them, a commission of five per cent on the selling price thereof, and all orders placed by them shall be promptly filled as hereinbefore provided. If at the expiration of such period of suspension the Eankers shall have sold or bought an aggregate number of cars equal to that required of them under the terms of this contract, then the gale or purchase of such required number of cars shall be and is hereby considered as a re-investment in them of the exclusive selling agency for the said cars

for the balance of the period of this agreement and of their full rights under this contract, including the right to commissions at the rates hereinbefore provided, on all cars sold by the Manufacturer as though said default had not taken place, subject, however, to any future defaults by the Bankers in the sale of said cars; but if the Bankers shall not have sold or purchased such aggregate number of curs, then this contract shall theroupon be terminated at the option of the Manufacturer upon written notice to the Bankers. During the period of such temporary suspension, however, the Manufacturer agrees that no contract shall be entered into by it westing either the exclusive or general selling agency in any other person, firm or corporation, and that it will not sell any cars identical with those purchased or sold by the Bankers. either directly or indirectly at prices less than those quoted to the Bankers or upon more favorable terms. It is understood that the capacity of the Banufacturer may excood the ability of the Bankers to sell, and accordingly nothing herein shall be construed to prevent the Manufacturer through its own efforts or by employing agents or salesmen from solling cars up to its capacity, provided the selling price of such cars shall not be less, or the terms more favorable than those quoted to the Bankers, and provided further, that the Bankers shall be entitled to their commissions on any such sales as if the sales had been made by or through said Bankers but said sales shall not be credited to the Bankers as a part of the quota to be sold by them in order to entitle them to the compensation and privileges herein provided for. The Manufacture +,

however, shall not attempt to, or actually compete with the Bankers in selling said curs.

Neither the Eankers, their heirs, executors, administrators or assigns, shall in any event be liable for damages to the Manufacturer, its successors or assigns, for failure to place orders for the number of care herein specificial and the right of the Manufacturer, its successors and assigns to suspend said exclusive agency or to terminate this contract shall be the sole and exclusive remedy of the Manufacturer, its successors and assigns, for the failure on the part of the Eankers, their heirs, executors, administrators and assigns to place orders for such number of care,

SINTH: If the Manufacturer should at any time fail to deliver the ears, ordered by the Bankers within the time herein specified, the obligations of the Bankers to place the monthly orders as herein provided shall abate so long as said failure to deliver by the Manufacturer shall continue, and the Manufacturer shall ontinue, and the Manufacturer shall on will reimburse the Bankers to the extent of any and all exponses incurred by the Mankers in securing said orders plus the commission on the cars which form the subject of such refusal by the Manufacturer. But this clause does not apply to a failure to make such deliverios for reasons not under the reasonable control or ability or within the capacity of the plant or equipment of the Manufacturer, for the sale and delivery of such cars.

SEVENTH: Payments for care ordered, unless made at the request of the Manufacturer as heretefore provided, or otherwise fixed by special agreement, shall be made to the Manufacturer within ten (10) days after presentation of bills of lading, deducting from the selling price, determined as hereinbefore provided, Pankers' commission and any other advance or sutlay incurred or to be incurred by the Mankers in connection therewith under the terms hereof.

EIGHTH: During any period of extraordinary financial or business depression, crisis or extraordinary stringency, the Bankers shall not be required to order or to pay for any cars, provided such depression, crisis or stringency shall so affect the business of the country as to make it unreasonable to expect the Bunkers to proceed hereunder during such period and whenever the existence and continuance of a condition warranting such waiver and suspension shall be in doubt or dispute between the parties horeto, the question shall be arbitrated by the appointment by each party hereto of an arbitrator who shall be an officer of a Trust Company or National Bank situated in the Borough of Manhattan, City of New York. If the two arbitrators so appointed are unable to agree, they shall appoint a third arbitrator, and the decision of a majority thereof shall be binding and conclusive upon the question submitted and as to the time when the obligation to place orders shall be resumed and when the payments shall be made for the cars theretofore ordered, and the parties herete do hereby agree to and with each other to abide by

the determination of the arbitrators so appointed.

NINTH: Any and all literature and advertising matter required by the Bankers to further the exploitation and sale of the cars shall be furnished by the Manufacturer at cost and the Manufacturer shall assist the Bankers in every way possible within the ability and means of the Manufacturer to introduce, demonstrate and effect the sale of such cars, excepting the building of cars and furnishing of apparatus and delivering said cars or apparatus; with said exception demonstrations of said cars and apparatus shall be made by the Manufacturer without expense to the Bankers, but the Manufacturer's expenses of such demonstration shall be charged against and shall form one of the expenses of the manufacturing business to be taken into consideration in fixing the cost of cars as hereinabove provided, and the Manufacturer shall in each case where sale is made, either directly or through the Hankors or otherwise, guarantee the construction and running of said cars for a period of minety (90) days after the said cars are put in operation, and for this purpose the Bankers are hereby authorized and empowered and vested with full authority to execute in behalf and in the name of the Eanufacturer a guarantee, in each and every case where a sale is made by them to the extent herein contemplated.

TRUTH: The Manufacturer further covenants and agrees that it has the full and unrestricted right and privilege, except as limited under the previsions of Exhibit "A" attached herete, to grant unto the Mankers the exclusive rights hereby granted and that it will not,

save for the purposes hereof, grant to others, so long as there be no default by the Bankers in the performance of the conditions and covenants of this contract, the right to manufacture, assemble or deal in, directly or indirectly, said cars or batteries, and it has not and will not directly or indirectly, grant to any one any shop rights, licenses, sub-licenses, privileges, agencies or other rights under its aforesaid license, or under any other license or patent or patents affecting said type of batteries or cars, or enter into any contract whereby the exclusive agency of the Bankers may or will be in any manner interfered with, diminished or lessened; but this agreement is not to be considered as a limitation on the right of the Manufacturer and subject to the terms of this agreement, to employ agents to sell said cars or to pay others for obtaining on behalf of the Manufacturer, orders for said cars.

The Manufacturer further covenants and agrees that it will at its own expense institute, or cause to be instituted, suit by injunction, or otherwise, to enforce and maintain the exclusive rights granted hereunder to the Mankers, and will pay ever to the Mankers any and all not damages recovered by it in such suit or suits, or otherwise, in reimbursoment of any loss or damage suffered by the Bankers by reason of any illegal interference with or the diminution of their sales by reason thereof, and in any action or actions so instituted by the Manufacturer, each of the partice hereto shall have the right to be represented by Counsol of their own selection.

MEDIFICIAL: The Manufacturer further covenants and guarantees that the Eankers shall not by any act of the Manufacturer be disturbed in their sales of said cars by litigation based upon any adverse claims under patents affecting said cars or batteries, or both, and will, at its own expones, defend all acts or proceedings inetituted sgainst the Hankers or their custemers for infringement of any patent by the use or sale of said cars or batteries, provided the Bankers or their custemers give to the Manufacturer present notice in writing of the institution of the suit or proceeding and persit the Hanufacturer to defend the same, and give all needed information, assistance and authority to enable the Manufacturer to do see.

TWEETER: Upon notice in writing to the Vanufacturer six (6) months prior to the expiration of this contract, the same shall be renewed and extended for a further period of five (5) years, provided that at the time such notice is served the Bankers, or their assigns, shall not be in default in the performance of their obligations hereunder. Such renewal shall be upon the same terms, conditions, provisions and privileges herein provided, excepting that during such renewal period the Bankers shall be vested with the exclusive agency which shall require them to place orders for cars per menth as provided in paragraph Fourth, regarding the period of extension; upon the same terms the Bankers shall be entitled to a further renewal of five years each and to further renewals thereafter of five years each at the end of each period of

five years so that after the year 1916 the Bankers, in order to secure and retain the benefit of said renewals must place with the Wannifacturer each month orders for said cars and equipment in the amount of 26 of the small cars solling at about \$5,000 each or 13 of the large cars selling at about \$10,000 each.

THIGHTHE. The Dankers hereby agree simultaneously with the execution of this contract to deliver to the Manufacturer orders for aixteen (16) of the small type of car now being manufactured or the equivalent of such order, to wit, eight (8) of the large or \$10,000 type pursuant to specifications hereto attached which shall be accredited to the first menth of the term of this contract. An order of care in the aggregate, equivalent to sixteen (16) of the small type of car, shall be a compliance herewith.

FOUNTERFYH: Should the exclusive or other agency herein be terminated or ouspended by reason of a default on the part of the Eankers, the Bankers may continue, nevertheless, to obtain cars at the contract price provided for herein but the commission provided for will be paid to the Bankers only on the cars ordered by or through the Bankers instead of on the Hanufacturer's entire cutput of cars. If, however, the Bankers commit no default with respect to this agreement the commission provided for herein is to be paid on the entire output of Storage Pattery Cars of the Manufacturer whether or not its said product be sold by or through the Bankers. In making up the number of ours which the Bankers are required to order, the

orders credited to the Bankers under this agreement shall not include orders not obtained through or from them although during the term of the contract they receive a commission thereon.

FIFTHENTH: The Manufacturer may engage in the business of oar or automobile manufacturing or any lawful business. When the word "output" occurs herein it applies only to the output of cars propelled on rails in the United States and Canada, by means of Edison Storage Batteries and the business of making cars so propelled or intended to be so propelled is the only business of the Manufacturer that is the subject of this contract.

SIXTERNIH: This agreement shall be binding upon and onure to the benefit of the Manufacturer, its successors and assigns, and to the Bankers, their hoirs, executors, administrators and assigns.

IN WITHESS WHEREOF The Manufacturer has caused this agreement to be signed by its President and attested by its Secretary pursuant to the authority of its Board of Directors, and the Bankers have signed and affixed their seal the day and year first above written.

	PEDERAL STORAGE HA		
	By (Rigned)	R. H. Beach President.	
Attest:	-	President.	
	0.1.		
bipul) br. V. Wi	Socretary.		
	T. J. TISMAN & COM	PANY	

STATE OF hem york) : SS:

On the 21st day of March, 1912, before me personally came N. M. Black and N. V. hightman
to me known, who, being by me severally duly sworn, did
depose and say, that they reside in New years that
R. M. Black is the President and No Youghtime

in the Secretary of the FEDERAL STOKAGE

BATTMAY CAR COMPARY, the corporation described in, and
which executed the within instrument; that they knew the
seal of said corporation; that the seal affixed to said
instrument was such corporate seal; that it was so affixed by the order of the Board of Directors of said corporation, and that they signed their names thereto by like
order.

1 Agol) M. E. Woardell notary Public, Kings Co. Cert filed in N. y. Co.

sent

STATE OF NEW YORK,)
: SS:
COURTY OF NEW YORK,)

On this \$4/8\day\$ of March, 1912, before me came F. J. LISMAN, to me known to be one of the members of the co-partnership firm of F. J. LISMAN & CO., and who executed the foregoing instrument, and acknowledged that he executed the same on behalf of the suid co-partnership firm of F. J. LISMAN & CO.

Mateur Public Kings County Nature Public Kings County Estificate filed in New york Co.

سيته

MINUTES of a meeting of the Board of Directors of the Federal Storage Battery Car Company, pursuant to call of the President, at the Company's office, #31 Massau Street, in the Dorough of Manhattan on the Slat day of March, 1912 at 11 A.F.

There were present Kesars. Perguson, Dale, Benjamin and Harby. In: Beach telephoned that he was delayed at the shops but was on his way. He came into the place of meeting just after adjournment. The meeting convened with Mr. Perguson acting as Chaffman and Mr. Dale as Secretary to report the proceedings thereof.

Mr. Harby arnounced that the meeting was called for the purpose of considering the making of an agreement with P. J. Liaman & Co. providing for the immediate purchase of a number of cars and the purchase of other cars throughout a period of five years, subject to renewals of five years each, on various terms and conditions. The proposed written contract was placed before the meeting and its various terms, covenants and conditions discussed at length. After such discussion ir. Harby moved that the President and Secretary be authorized and directed to sign said contract in duplicate and to affix the seal of the company thereto. The motion was seconded by Mr. Dale was put and duly carried by the unanisons yoth of all present.

Thereupon the meeting adjourned.

(SIGNED) ChalmeraDale

Secretary of said meeting.

por Buch	
* 1 m	
barry	Auto Set up on
Tell Phillip	ato let up on
Beach us	tel Yorkum
	Edus
Hes Liaman	dial well
awalin su	see money &
lenly -	of it-
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MALES AND THE STATE OF THE STAT	man comment and the state of th

But much AS EVIDENCE OF THE EXCLUSIVE USE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE RIGHT TO THE EXCLUSIVE USE OF HIS STORAGE BATTERY FOR TRACTION FURFOSES

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE BATTERIES

UNITED STATES EXP., BLOOMFIELD, N. J.

ERIE, N. R., SILVER LAKE, N. J.

TELEGRAPH : NEWARK: NEW JERSEY

PERBAGAN NEWANKNEWJERSE

GENERAL OFFICE AND WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE TELEPHONE: 3133 BRANCH BROOK

SILVER LAKE, NEW JERSEY Amril 11, 1912.

Mr. Thomas A. Edison, Fort Myers, Fla.

My dear Mr. Edison:

I have your note enclosing clipping in regard to the McKeen Motor Car Company. As far as I can get at the facts, they are these:

The McKeen Motor Car Company was financed by Edw. H. Harriman and has been a losing venture ever since it has started. Mrs. Harriman has withdrawn her support. While Harriman was clive they built a good many cars and roads were practically compelled to buy them. Since his death it has been different. I am told now that the Works are shut down at Omaha and the real reason for opening an office in New York is for the purpose of getting some money to go ahead again. That's about the size of it.

There is absolutely nothing to fear from this McKeen competition. In fact, we have nothing to fear from anybody in competition. We are just piled up with work and I am using my best efforts to get the shop in shape to turn it out quickly and as soon as you get back, I want you to come down here and see how we are getting along. We are getting a "real" factory.

Very truly yours,

RHB/GBW

See this - What has become of the Mexican Buzwayen?

BEACH CARS WITH EDISON STORAGE BATTERIES Federal Storage Battery Car Company, Principal Office Silver Lake, N. J.



The Car that Made History

The first storage battery car that survived. Storage battery cars, equipped with the lead-acid battery, were tried many times in many of the largest cities; they were designed by the best engineers and built by the best car builders. They failed invariably. This first Beach Car, with its Edison Battery, was first put into service in 1909. The battery today indicates the same canacity as when new, with no repairs or re-

Twenty-eighth & Twenty-ninth St. Crosstown R. R., New York City.

A Problem Solved

With current at 1.75c, per K. W., this car has been operated a year on a branch of the Pennsylvania R. R. for 10,63e, per car mile, covering power, platform expense, all repairs of cur and battery. It earns a large profit on this line where traffic is very sparse and where the steam locomotive was very unprofitable. The Beach Car has never failed. (20 miles per day, every day; more





A New Idea In America

But an old one in Europe. This Beach combination car, on a single truck, with long wheel base -only four wheels, all driven-called the Beach "Continental" type. A relatively small, light Ed-ison Battery drives this car 1888 miles per day, every day; excessive loads, heavy grades, had sends high suggle. Power consumption averages and watt hours per car mile, based on battery out-

Peoples Electric Ry., Muskagee, Okia.

Seven Cents-Car Mile

No conductor; passengers enter and leave at operating end; fare box at entrance. Road in such very poor condition cars have been off track many times, but repair expense very small. Mostly grades, up to 6.2%. Average power consumption 540 watt hours car mile, battery output. These cars average 130 miles per car per day. One man operation is practicable only with the Beach Cor



Robrata & Lebanon St. Ry., Ephrata, Pa.

Substituting the Trolley

Beach Cars, with Edison Batteries, are taking the place of trolley cars, and the wires are coming down on this road that is all grades up to 9% (except two side tracks). 144 miles per car per day. Current used at motors 304; at battery (input) 915 watt hours per car mile. A little slower than the trolley cars up the long heavy grades-but faster down the grades. Schedule speed the same.



Combination, ladies', smoking, baggage-express compartments. A good type for steam lines, too. Speedy enough; mileage range ample. The only way to do away with long transmission lines and concerned nower losses, substations and powor plants of big capacities, and corresponding expense of operating and maintaining the old overhead or costly third rail system.



Washington, Spa Springs & Gretta Ry., Washington, D. C

Financiers Convinced

A few miles of track was laid many years ago: never operated because no one would invest. The Beach Car "discovered" the rest was easy-two cars carned a good profit first year. Now secured all the capital required, finishing complete 18-mile system and ordered more Beach Cars-With current at 3.75 cents entire operating and maintenance costs 11,3 cents per car mile.

Suffolk Traction Co., Patchogue, N. Y.

Real Competition

The trolley car and equipment people fumed, fussed and 'knocked' to get this order. After the first two Beach Cars were installed they offered a load lastery car as had been considered as the first two Beach Cars were installed the considerable in service, it would take two of them to do the work that one Peach Car will do—beace a reget order for Beach Care, 135 miles per car ped only every day. Some per car under average power consumption,



Carolina Traction Co., Rock Hill (a Good Town), S. C.

NOTE—A month of the companies white gar or flustrated have been defined and the companies of the companies white gar or flustrated have been defined and the companies of the co

BS Beach

Salisbury, M.C., Arril 13, 1913.

Mr. Thos. A. Edison,

East Orage, N. J.

Dear Sir:-

I am taking the liberty of enclosing a clinying from The Charlotte Observer of A ril 10th. Also a copy of a letter of yesterday from Mr. P. Chatham of Charlotte, M. C., both relating to the Beach cars equipped with your battery.

I am assuming that you would want to know the conditions described. By own interest is on account of the fact that something over a year ago, I arranged with Mr. Beach for the agency and the South for these cars, and together with my associated have apent considerable time and money introducing them.

Util you kindly advise me whether you are sufficiently interested in the matter to protect these people on account of apparent Batlery failure.

THR/c.

Yours very truly,

[ATTACHMENT/ENCLOSURE]

CONCORD'S TROLLEYLESS CAR

Not a Success and Force Now Erect-

ing Wires to Operate System—Editor Remphill Invited.

decembed for the justs pile. The far shows a self-proposition shill of a far just proposition of the self-proposition of the s

ed the old, more para many other in were administered to revive and it remedies to be all in valo. The car of that was once the marved of the age now stands upon a sidetrack, useless and descrid. Another two are freed a short time age to be more powerful. The street car company alleges that they were to have a guarantee that they were to have a guarance that they

came to sign a contract to sign. The feet the builder of the contract to sign. The feet the contract to sign. The feet the contract to sign and the order and decided to pat up troiting lines. On the contract to the wires. The poles are not to the contract to the core mit to the depot and it will require only a sign of the contract to the new system of cart in post of the contract to the new system of cart in post of the contract to the contra

Charlotte Observer, has been invited by the bocal chapter Daughters of the Confederacy to deliver the annual memorial day address to the Cabarras camp of Confederate veterans May 19. The invitational chapter is very hopeful that Major Remp for is very hopeful that Major Remp

[ATTACHMENT/ENCLOSURE]

CONCORD'S TROLLEYLESS CAR DOOMED FOR THE JUNK HEAP

'Not a Success and Porce Now Erectthig Wires to Operate System—Editor Remphill Invited.

that was one the warvel of the new control of the c

April 20, 1912.

Mr. LeRcy Scott,
Federal Storage Battery Car Co.,
Silver Lake, N. J.

Dear Scott,-

I was perfectly paralyzed tonight when, on opening the envelope of clippings from the various nesspapers throughout the United States, I find about fitteen Associated Press or nows agency stories, of which the following is a fair sample:

"Storage Battery Car a Failure.

Concord self-propelling passenger conveyance doomed for junk pile.

concord, N. C. April 11th. Concord's storage battery struct car is doomed for the junk pile. The famous self-propelling child for the junk pile. The famous self-propelling child has ceased to propel. Once it was the pride of the populace and the joy of its possessors. Falson storage battery car the first in Goth Carolina, 'wes the proud boast of overy Concordian.

But also! It began to weaken; to grow faint upon its ceaseless journeys, and at times to faiter and stop at the grades. Experts we set to the grades. Experts we set to the grades we set to the grades of the grades of the grades. The and time again they doctored its systems. Her parts replaced the Old, more powerful motors were administered and many other remedies resorted to to revive und strengthen the credit of the grades. The grades were also that the grades were set to the grades of the grades of the grades were set to the grades of the g

its propellers unable to propel and its batteries unable to bat.

Another car was ordered a short time ago. It was of the same make bhatwas to be more powerful. The street car company alleges that the new car would make the reunred schedule, but when the time came to sign a constrast to this effect, the builders refused to sign. The local company then countermanded the order and degided to put up trolley lines."

This is certainly "rotten." It is bring spread broadcast all over the land, by the lead battery people, of course. It is going to do more harm to Beach Car and Maison Battery than can be repaired in some time.

What in the name of common-sense happened to the

d--- car?

Yours truly,

and Personal Representative of Chief Engineer to Thomas A. Edison.

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARD EQUIPPED WITH

ON STORAGE BATTERIES

VER LAKE, NEW JERSEY Mana 0.03 OSANON BROOK - TELEGRAPH NEWARK, N. L

April 20, 1912.

Charlotte Rapid Transit Company, Charlotte . N. C.

Contlemen:

Your letter of Ayril 12th is the first letter that we have ever received to the effect that cars delivered by us have demonstrated that the statements made by us with regard to them were not true and accurate. This company has delivered storage battery cars equipped with Edison Storage Batteries to the Long Island Railroad Co., Suffolk Traction Company, Patchogue, L. I., Lowisburg, Milton & Watsontown Paso. Ry. Co., Union Trust Bldg., Harrisburg, Pa., Carolina Traction Co., at Rock Hill, S. C., and many others, and not one of them has yet failed to express satisfaction with the purchase.

What you say about the promissory notes does not disturb us because we feel sure that your expressed intention not to pay them is not the best and most temporate judgment of the writer of your letter. The notes were sold at a discount by us when we received them and we have no doubt that when the owner of them, who has nothing to do with the dealings between you and us, presents them they will be paid.

·Bel leving that it is good policy not to permit a dissatisfied customer to remain for a moment in a state of mind that makes him regret his purchase, we are willing to take unusual pains to straighten out your difficulties or at least to show you that the cause of bad results that you say you have obtained does not originate with us. To that and if you will secure the services of a competent non-partisan engineer in whom you have confidence and of whose competency there can be absolutely no doubt, we will send down to you to meet with him a competent engineer who will go over the whole sifuation with him, and with him explain to you the cause for your dissatinfaction and how to obviate it. We are very sure that if the very cars of which you now complain were put on a road properly constructed they would show not only the results that we have claimed for them but results still more favorable than we have said could be obtained. The reports that have reached us indicate that care sold to you and operated by you have unusual difficulties to contond with and which were never anticipated by us or made known to us ween you ordered our cars. We are confident that these two engineers will be able to convince you of where the fault lies and to show you how to overcome it.

Bear in mind that it is our intention to assist you out of your difficulties, if possible; at least we will show you why you experience such difficulties and will be glod to have you arrange for the joint servives of the engineers as proposed herein. Yours truly, Dwagt dont. b/v

MIGHT LETTER

Form 2259 B.

DELVIDEDE BROOKS GENERAL MANAGER

THE WESTERN UNION TELEGRAPH COMPANY

CABLE SERVICE TO ALL THE WORLD 25.000 OFFICES IN AMERICA Unconsisting of delivery of unrepeated, come occurred in the message has been valued by the senser thereon was as any of TRG, Deliver, as which, selected an altered solved like the like the senser thereon was as any of the senser, as the senser the conditions and allowed by request of the senser, under the conditions many above.

This is an UNREPEATED NIGHT LETTER, and is delivered by request of the senser, under the conditions many above.

RECEIVED AT 255 did 84, 00.1500, it. MINISTER COLL

9NY DS

THEO. N. VAIL, PRESIDENT

51 N. W. NLNLNLNLNLNL 30 AND 10 ORANGE 1 EX N. L.

MH..ATLANTIC CITY N.J. JUNE 13-12 THOMAS A EDISON.

"PERSONAL"

WEST ORANGE Naulas

CAR ARRIVED THIS EVENING RAN TODAY ONE HUNDRED SEVENTY FIVE MILES AVERAGE SPEED 32 MILES PER HOUR WATTS PER CAR MILE 663 WATTS PER TON MILE 33 MOTORS BEARINGS AND BATTERY ALL COOL CHESAPEAKE AND OHIO PRESIDENT STEVENS HERE HAS ACCEPTED CAR AND IS PROUD IT RALPH BEACH 6 09 A-M----- BS Preach

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EQUIPPED WITH

EDISON STORAGE BATTERIES SILVER LAKE, NEW JERSEY

PHONE 3746 BRANCH BROOK - TELEGRAPH NEWARK, N. J.

II. S.A.

Jume 26th, 1912.

Hr. F. J. Lisman, Hotel Savoy, London, England.

My dear Mr. Liemon:

Youterday Ir. Ithouses and Ir. Minscohe incr handed no an extract or a comple of your letters, and one of which you estated that you had had practically crawped about the little you wanted design of 3 core. You are veryings letters, and design and will have the in a couple of days and sail it out to you with full details.

are about to tie up with the British Group, who are interested in a number of different transay lines and you refer to some interference on the part of Mr. Monnot. I took this extract to Mr. Edison yesterday and had a long talk with him, in which conversation he reiterated almost wer betum the conversation which occurred between yourself and himself and myself just prior to your departure. He added, however, that he wanted to be fair to Mr. Momnot and in this, I think credit should be given to Mr. Edison for his disposition to be fair to everybody. He requested me particularly to say to you that he hoped that you would be able to make some mutual satisfactory arrangement with Mr. Moment, but that in once you could not or if Nonnot was unreasonable, that you would always be able to got batteries , and that if Momnot in reality did impode your progress, or did anything against your interests, or the interests of 2r. Edison, or the interests of the intelligent development of the application of our cars, then he would without hesitation notify Mr. Monnot that whatever rights would wishout resituation notify are common trans wanterwar rights he may have as a representative would, then and there coases. I think, to pat it a little more plainly, purhaps, that what Xe. Edison wants to do with Momnot is that Momnot should be a general agent, who would sell batteries for all sorts of purposes, except railing. It is quite possible that Mr. Edison has never impressed upon Mimiot the fact, which he knows to be a fact, that the battery will not drive any other car except a car made as we make it.
It is quite probable that Monnot has never thought of this, but nevertholess it is a fact. - Mr. Edison knows it to be a fact and he would not allow a battery to go on a car in Europe, or any other place, unless it contained the improvements which we have in our cars. However, I might a little more broadly state it, unless it had a schome of construction which pormitted of

as easy movement as our cars. Mr. Edison does not like to interfere with Monnot unless he is really interfering with you. Any little notty annoyances I think you could reedily overlook, but if Younot is really and truly bothering you, you just right the fact to hr. Edison, or to me, and I think I can assure you that such steps will be taken as will prevent any further interference by Br. Monnot.

in regard to South American matters, Mr. Edison re mosted me to say to you that he will give to the company you propose, the exclusive right to the use of the bettery in traction work, upon the basis proposed in your letter, which is exactly the basis you talked him. If after you have gotten into this branch of the business, your company desires to acquire the use of the bettery or sale of the bettery for all other pur-poses in all South American countries, if at that time, Mr. Edison is satisfied that your company really means business, and are qualified to handle the beniness, as it should be handles, he will then give you these further rights as above outlined. In regard to the ratents. Mr. Edison says that he is protected in the Souther American countries and our applications are also made thoro.

I am very much pleased to note that you are getting along well in Europe with your work, and I think , no doubt, you will be receed to know that we are also gotting along nicely hore. We have receive many orders, of which, I presume the office have adviced you. Our organisation is getting into first-class condition and by the time of your return I think you will be agreeably surprised in the completeness of our plant, and the economical production of our cars.

mr. Edison wishes to be remembered to you.

Yours truly,

1009/GS

[ATTACHMENT/ENCLOSURE]

EXTRACT FROM LETTER FROM MR.LISMAN TO HIS PARTHERS.

a largo number of different Frammy Lines and have a cepital of five million pounds. Please ask Mr. Beach to see Mr. Edison and get Mr. Edison Briteries, but here yet some other care in which he proposes to put in Edison Batteries, but they have heard so much about different batteries, that they do not seem to care to take the trouble to inspect his care. I am absolutely cortain that I am on the right track in handling this situation and I must not have any interference.

Referring to South American matters: I had a conference with pany to take the South American merchant today, relative to organizing a commont work or two to interest the right kind of people to push the cars there. The Board will consiste the right kind of people to push the cars there. The Board will consiste of the respective of a company which of one of the people of the cars of the state of the consistency of the state of the constant of

Please get in touch with Mr. Edison and get from him a proposition as to what torms he will want. I understand, generally speaking, that he would want say nine months after the property of the company hacked by the proper people and the property of the convenience of the conve

My people here also want to know whether both Mr. Edison and the Beach have protected themselves by patents in the South American countries, especially Erasil and Argentine. The provision which I would want in the contract would be that, during the first year r two we shall have the right to pay a definite amount in cash for each hundred colls which we fail to buy in order to keep up with the minimum requirements of the contract.

The Buffalo Dock Truck is here Gatter Come over a see I Ecco-

. JUL 1- 1912 Beach that The

SEVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE BATTERIES

EDISCH STOTE TELEGRAPH

GENERAL OFFICE AND WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE TELEPHONE: 3) THE BRANCH BROOK

SILVER LAKE, NEW JERSEY

Beach Aug. 19th 1912

Er. Thomas A. Edison, Orange, H.J.,

my dear Mr.Edison:

We are getting to use quite a good

deal of power down here and the price which you are charging, 4d is not really very high. I have had the matter up with the Public Service Co. but our load is not sufficient so they can give us a price lower than 3-3/4d per K.W. hr. They told me that yourload over at the Chemical Works is about the same and that they will give you there 3-3/4¢, but if we can combine them, they will give us a rate of 2¢; this is not exact but is about where we would get off. The difficulty is that, under their rules, two concerns cannot combine. Now the following seems to me a feasible way of getting around the difficulty: inasmuch as you own the property, why can you not make a contract with the Public Service Co. and say to them that you would propose to buy this current and furnish your tenants with power. I think this would meet the difficulty. It might be included in the rent, or any way to get around the technical difficulty. We are already wired up and the apparatus could be inuity. We are mireauly wired up and the apparatus out the stalled either here or over the Chemical Works, and in fact will save us both a whole lot of money. If in a general way this meets with your approval, kindly let me know and I will finish up details and bring it to you.

Yours truly,

PAG Durch,

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE BATTERIES

EEFRESS: FREGUT, TELEGRAPHI INITED STATES EKP., BLOOMFIELD, N. J. ERIE R. R. SILVER LAKE, N. J. NEWARK, NEW JERSEY GENERAL OFFICE AND WORKS: TRANKLIN STREET, NICAR BELMONT AVENUE

TELEPHONE: 3133 BRANCH BROOK

SILVER LAKE, NEW JERSEY Sept. 4

Mr. Miller Reese Hutchinson, Chief Engr., c/o Edison Storage Battery Company, Orange, N. J.

SUBJECT: Advertising.

Dear Sir:

 ${\tt Mr.}$ Bee has sent us a supply of Bulletin 40, in which we were much interested.

The Westinghouse-Saldern Mining Josenstive performance is of course remarkable, principally because it is unusual, but I realize from your bulletin that we have in not one, but a great many instances for a paried of several pears secured even much more remarkable result from the Edison Battery in our core under varying conditions throughout the country.

If you intend to use the data from us for ymblication in these bulletims or otherwise, please and test me know the space, etc. that the bulletims will occury and I will provide you from time to time with diaries of the wardous performances, including photographe, inspectors' performance records, etc.

For instance, we have a combination begames, emoting and main passenger compartment car that climbs a 55 grade that is two mises long, and that is 55 constant and that has five stops in the grade, and the analytiming we did to alter this cor that was part to the contract of the contract that the contract that the contract of the con

There are a great many other similar instances which I realize with your skill and the space at your disposal you could elaborate upon to advantage.

I am loaded up to the hilt, but if you can use these experiences, I will get them up from time to time at home nights and will let you have them.

Meentine, we have never received regularly copies of now bulletine printed matter, etc. from the Edicar Works without special request. Ir. Bee says our name is on the mailing list and ho does not know why we do not receive them. In may case, is it possible for you to send us say two copies of each of your Arry & Mary Journal Bulletine or letters from the beginning

м.к.н. 9/4/12/ -2.

of that series up to date? I would appreciate this exceedingly and it would help the general cause very much.

I have asked the Slactric Mallway Journal to send you copies of four or five recent issues of their publications which contain editorials by them and communications from myself on Self-propelled Care, which I hope you will find of interest.

Yours truly.

Sales Manager.

LS/GBW

AS EVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

STORAGE BATTERIES

SILVER LAKE, NEW JERSEY Sept. 11, 1912.

HENDERSONVILLE Spaction Co., N.C.

Mr. Thomas A. Edison, Orange, New Jersey. My dear Mr. Edison:

We are having a fight with the people at Hendersonville, N. O.

We sold them a car shout a year age and the truck was not right. We replaced

14. We have done overything in our gover to please them. They have continually
found fault and imcohol our cars and your battery. They gave us a note which
has gone to protest. We have looked up their principal owner, a Hr. Staton,
and as far as we can find, he is a man of protty tough reputation. He seems to
have an idea that by appealing to you on the ground that we are neglecting him
he can amony us. As a matter of fact we have done all that could be done
in reason to satisfy him. Furnished him a new truck; kept a man down there
to show him how to operate his car. I believe that the real basis of his
kick is that he don't want to pay us. His operating force consists of one
sixtesm-year-old boy.

I merely write you this in order that in case you do hear from him you will understend the situation. We are forcing him to pay the note.

Yours very truly,

MA Board,

RHB/GBW

B Bush

sont

September 15th, 1918. Die.12th.

Mr. R. H. Beach, Toderol Storage Battery Cer Co., Silver Dake, F.J.

Deer Mr. Beach:

our inspector, Mr. Hildebrant recently inspected the buttery in your or manda by the respect Electric Traction Co. of Munkager, Ohlas. His Impection Report Just received, dated Testember 7th, of the in vertes follows:

white our has been out of sorvice tiree months and will hardly be used givin as the whole line now hee overhead trolleg ayatem. Another resons for not using the one is the driven, benfing and motors result and the betterne. The company has been bought up and is now operated by the Munkages [leating to the control of the

Undoubtedly this is no news to you, but I give it to you for what it is worth. I had heard nothing of the case until receiving this report.

Yours very truly, EDISON STOR OF BATTERY COMPANY,

W. E. Holland

Chief Electrical Engineer.

mm / T.

Mr. Edwar:

This is just for your information

1,2,1

U. G. STATON, Preside

D S PACE, Secretary

Hendersonville Traction Company

EDISON STORAGE BATTERY CARS

Mr. Thomas A. Edison,

Orange, N. J.

Dear Sir:

Say (there were not the wife of the sales of

On angust 1, 1911, we contracted with the Federal Storage Battery Ger Company of silver Lake, N. J. for an Mison Storage Gar for which we were to pay \$6500. We gave \$1,000 with order and yeald \$3,000 winh order and yeald \$3,000 winh order and yeald \$3,000 winh order to contract the car was to be delivered. Under the contract the car was to be delivered to us within 60 days from date of August 1st. The car by receive car until the lith of December, 1911.

donations mabject to our having our placed on the track and in actual service in 80 days (which we hally explained to the Federal Storage Battery Our Company at the time we gave the order), otherwise, the donations were void. As the our was greatly days do not to the federal storage at the time we gave the order, otherwise, otherwise, the donations were void. As the our was greatly days do not to the federal storage at the donation of \$1000, near loss to us which we sever our outlines belance

owing to the feet that we had lost the \$1900 on account of the delay in the shops, and as the Federal Storage Battery far Company fully understood when they took the order that the car must be delivered in 60 days from the date of August let. We had quite a little trouble in settleing with Mr. Beach but we finally compromised and he allowed us \$500 credit on the car. We gave his our not for the beained due his, said amount being \$2,000 due in aix months which note has not been paid from the bad for the way for the have been worned to such an extent that we have offered Mr. Beach the car if he would pay us \$3,000 of our money book.

In the first blace we bought the car with the understanding and a guarantee that it would climb a six per cent grade under heavy load one thousand feet long and that it would give us entire statisfaction. We put the car on December 18th and a representative of the Federal Storage Battory Gar Company was on the grounds and he tried

Hendersonville Traction Company

EDISON STORAGE BATTERY CARS

HENDERSONVILLE, N. C.,

as best he could to get the ear to run satisfactory, but the ear from the frack tilt was put on the track did not pull. The young man told us, who represented the Federal Storage Battery der company, that it took more power to pull the ear a distance of four hundred varia (as the last per company that the contract of the course of the c

we worried with the our for 15 or 30 days and during the winter we found that if there was a slight exist of frost on the track the our would not pull, hence we were forced to discontinue the running of our nor until May 4th, 1912, on that date we open containing the running of the result of the state o

Mr. Beach had his men down here several times trying to get the oar in the proper condition but without success. We have you one grade of six per cent and only three hundred else. The oar on a full charge, if it had any paid at all at times would completely stall and we had not be a full or the paid within we would into to the oar and pull up to the top. If the oar came up implies it would come so slowly that a man yould step off the oar, light his cigar, turn around, and step mack on without any trouble.

Our frame under the oar gave completely out. We spent considerable money putting in cross bars for the motors to has on any regaining the entire oar. We also had to reinforce the outside rails which were very very light and which had broken shout entrely into.

In order to get the oar to runst all we had to run 15 minutes and charge 30 minutes. The car was condemned on the second by Mr. Seach's men as they said 16 ought of the second by Mr. Seach's men as they see the second to the second the second to the seco

Hendersonville Traction Company

(INCORPORATED)
EDISON STORAGE BATTERY CARS

HENDERSONVILLE, N. C.,

We made such a complaint unit was going to abandon the car, but finally at seas did agree to put its in a new truck, the truck may be a fittle more speed and did not jump to the truck at did at first, but the same troubt motors are to the wheels on the same axie, therefore, if the our is loaded at the opposite end it will not climb a four per cent grade on account of the whoel slipping.

She batteries have also given us a lot of trouble have have often leaked or boiled over when resonarying. We have had ulte a number of electricians examine our arm and they can give no reason for this. Four kr. Hildebrand has seen and examined our batteries also, and if you will talk to him regarding same he can give you the information without you would possibly need. He will also tell you that the car is a complete wreck as it now stands, in fact, we cennot run it at all.

we have smeed Mr. Beach to help us out of our the beautiful possession and the positively rectuees, stating that he will not assist or negotiate any further with us circumstances that we have paid a great does not extend value we have received from the probability of the contraction of the contraction of the contraction of the but trouble have our batteries repaired as they are guaranteed for three years.

Mr. Beash will probably savise you, as we understand he ma stated to other perties, that we do not have the mean that the terminal probabilities and competent men have the proper our car. This we positively deny as we have a new 58-horse power westing House Motor and a 40 kg. westing House Generator coupled with a directionmention.

with a little experience along the line of street car work as he was a motorman for the Asieville Street Car ot Asheville, N. O. and they have one of the best systems in the South.

we give you this information so you can see exactly our situation. We trust you will wire us your decision in the matter and parion us for going into the above details as we thought you should know the entire transaction.

Thanking you in advance, we beg to remain
Yours truly,
71.5 STATON. Pres.

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE BATTERIES

EXPRESS: UNITED STATES EXP., BLOOMFIELD, N. J. FREIGHT: ERIE R. R., BILVER LAKE, N. J. TELEGRAPH: NEWARK, NEW JERSEY CABLE: FESBACAR, NEWATKNEWJERS

O. N. J. BRIER R. BELVER LAKE N. J. NEWARL LAW GENERAL

GENERAL OFFICE AND WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE

TELEPHONE: #252 BRANCH GROOK

-37.46-37.49*

SILVER LAKE, NEW JERSEY

September 16, 1912.

Gisborno, Mos Tealand.

Pr. H. F. Miller, Secretary,
Chomas A. Edison,
Orange, N. J.

Doar Sir:

Horonith beg to return the letter of Charles W. Occland with newspaper clipping. Beg to a wise that two of the single track care were shipped to distort, Nor Scaland, for operation on their numnicipal line. Our agent, Nr. Desglass, it is communication with those and the set of the control of the care with ever shipped these knowledded-durn, which were shipped these knowledded-durn, which well also increase in a top report operation of the care and betterior. Our operation are proported on the care and betterior. Our operation which we have a final limited prize before the the statution.

Jours very truly.

s/L

Sales Hannger

2 enclose clipping lettor The shringe hattery ears came and particularly be the Seguil and yesterday by the Seguil and Yesterman and the Seguil and a rough people from New York, all these latter they are extended they are estimated to the Seguil and Segu

Described by the hundles in the packages aire a very strong to the form out salufully the strong th

MEdisonBot Bachman

"refusently us on Brach's
3 car run

D was made & got

curay, Der brog

Hutch





THOMAS A. EDISON THE FEDERAL STORAGE BATTERY CAR COMPANY AND F. J. LISMAN & COMPANY

INVITE YOU TO WITNESS DEMONSTRATION OF THE FIRST RAIL-HOAD TRAIN EVER OPERATED BY STORAGE BATTERIES, COUPPED WITH A MULTIPLE UNIT CONTROL. THIS IS IMPORTANT AS ANOTHER STEP IN THE DEVELOPMENT OF A SELF-CONTAINED ELECTRIC TRAIN.

THE TRAIN WAS DESIGNED AND DEVILOPED BY M. RACHE M. BEACH, PRESIDENCE OF THE FEODER AS STORAGE SHATEMAN COMMAND OF SHATEMAN COMMAND COMMAND. AND THE FEMORETURATION SHATEMAN COMMAND C

THE TRAIN WILL RETURN TO NEW YORK AT ABOUT 6 P. M.

(KINDLY EXHIBIT THIS CARD TO GATEMAN AT LONG ISLAND DIVISION, PENNETLVARIA STATION, 32ND STREET AND SEVENTH AVENUE, NEW YORK CITY.) U. G. STATON, President

D. S. PACE, Secretary

Mendersonville Traction Company

EDISON STORAGE BATTERY CARS

GE BATTERY CARS

HENDERSONVILLE & CSept.

Mr. Thomas A. Edison,

Orange, N. J.

hun with he so

Dear Sir:

Referring to your atter of recent date and in connection with our car which we purchased from the Profest Storage Bettery Ger Company or silver lake, H. J. which is starting on our track unable to run at all.

our batteries and that you ship us the ingredients to refill expense and connect sems up and get in running order as we are unsole to run the car at all. The car has been standing for many days and we are very greatly denaged by the delay in running, but we think as the batteries were guaranteed to us for a period of three years thut semested it that you will see to it that we get our ear in shape and running order in the new full that we get our ear in shape and running order in the new future.

Oungair has only loved from their ride. Joseps Battery Oar only loved from their ride. Joseps and that of our interest and only one thing in view, and that the get pay for their oar hithert tives attarfaction or not. We appeal to you and home that you will see to it that this ear is placed in omnition at an early date in that the way.

we don't wish to do anything little about the matter, but we certainly are entitled to some consideration at least we trust that you will let us hear from you by return mail and that you will it necessary see the patoral Storage Sattery Gar Company and see if there isn't something that can be done for us immediately as we are lesing from \$30 to \$70 a fay.

we only want what is due us, that is, our car to be put in the proper shape and to rum satisfactory as it was recommended to do when we purchased. We are not people that want semesthing for nothing, but we claim to be luminess men and we don't care to put our money into something that is a white elephant on our hands as this car has been from the beginning.

Please let us know what you will do for us at once, and oblige

Yours truly,

169 The President.

THOMAS A EDISON, Incorporated.

October 3rd, 1912.

Silver Take Plant

Public Service Electric Co., Newark, N. J.

Dear Sirs:

Replying to your favor of Sept 17th

I can the real estate and buildings at Pelmont Avenue & Frenklin Street, counted under lease by the Federal Storage Battery Car Company. I have in the past furnished them with current from our plant at the Edison Chemical Works on Belmont Avenue at Silver Lake which I also cam.

As the present facilities which we operate at the Chemical "orks are not adopted either for the Primary Nattery or Chemical Unris there nor for the Fedoral Company at Franklin Street, we plan to secure an installation from you with a supply of current sufficient to provide for all needs, the same to be furnished under one contract, and if shade such, furnish current to the Pederal Company as well as lease the land and buildings to those.

Yours very truly,

AS EVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE RIGHT TO THE EXCLUSIVE USE OF HIS STORAGE BATTERY FOR TRACTION PURPOSES

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE BATTERIES

EXPRESS ...

PREIGHT.

TELEGRAPH: NEWARK, NEW JERSES CABLE

ATES EXP., SLOOMFIELD, N. J. ERIE R. S., SILVER LAKE, N. J.

GENERAL OFFICE AND WORKS: FRANKI

WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE TELEPHONE: 3133 BRANCH BROOK

SILVER LAKE, NEW JERSEY

October 4, 1912.

Mr. Harry Miller, Secretary, Edison Labratories, Orange, N. J.

Dear Dir:

- Colled Must

Some time ago we had letter from you stating that Mr. Edison asked that we get togother with the Chemical Works with a view of securing a rate from the Public Service Electric Co., for supplying energy to the combined interests, which has been done.

No fore the will submit a proposed contract they require sensithing in writing from Blacen thought the interest he has, on as to evade the public Utilities Act. We have represented to the Rubble Service that ir. believe here other interest in our Consque, further than he count the buildings, and if in the future we make a contract with the Public Service for current, it will be done under the name of ir. Blacen, he leasing to us the buildings, real estate and furnishing the power, which the Rubble Service Engineer, ir. Richards saye will be satisfactory.

Considering the combined load of our plant as well as the Ghemical Works and Primary Estery Plant, the understanding is that the contraval stipulate the rate of the winter pr Kar. hour. We pay the Chemical Works of the per Kar. hour. We pay the Chemical Works as the per set that the country the Chemical Works are suffered to the country of the Chemical Works and the per set that the country the country of the Chemical Works are not the per set to the country of the Chemical Workshop and the Chemical Ch

Mr. Beach instructs me to handle this in this way, in accordance with his recent convergation with Mr. Mileon on the subject. Will you be so good as to let me know when action is taken, so that installation may be hastened, as at present we are up against it for proper power facilities.

ours very truly.

May fort

s/L

eno.

AS EVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE

, FEDERAL STORAGE BATTERY CAR COMPANY

N STORAGE BATTERIES

EXPRESS: PREIGHT:

EXPRESS: FRICIATY: TELEGRAPH:
THE STATES EXP., BLOOMFIELD, N. J. ERIE, R. R., SILVER LAKE, N. J. NEWARKS NEW JERSEY
GENERAL OFFICE AND WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE

SILVER LAKE, NEW JERSEY October 15, 1912.

H. P. Hillor, Esq., c/o Thos. A. Edison,

c/o Thos. A. Edison, Orange, H. J.

Mr. Beach informed the writer that Mr. Edison had agreed to stand one-third of the expense connected with the demonstration of the three Cuban cars at Long Beach, Mr. Liman assuming another third and curselves the remainder. Emclosed you will find a memorandum showing what the expense amounted to. Will you at your convenience bring this matter to Mr. Edison's attention and if satisfactory to him and in queerdance with his recollection plones so adrice and at the same time state if we shall make out bill for one-third of this amount, \$176.55, and render to Mr. Edison or for the account of the Edison Storage Enterry Go.

[ATTACHMENT/ENCLOSURE]

Form A-2		SYATEMENT				
FoLIO		SILVER LAKE, N. J. October 14, 1912.				
'Exponse, Long Beach						

FEDERAL STORAGE BATTERY CAR COMPANY SILVER LAKE, N. J.

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s Second Day	212	- 1		
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AS EVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE RIGHT TO THE EXCLUSIVE USE OF HIS STORAGE BATTERY FOR TRACTION PURPOSES

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE BATTERIES

PREIGHT: YELEGRAPH:

CABLE

BI PREGETTI TELEVANTIALE N. J. SALVEL MAKEL N. J. NEWASH, MEW JESSET SALVEL MAKEL N. J. NEWASH, MEW JESSET GENERAL OFFICE AND WORKS: FRANKLIN STREET NEAR BELMONT AVENUE TELEFRONE: 5746-3747 BRANCH BROWN

SILVER LAKE, NEW JERSEY October 22, 1912.

Er. H. H. Hutchinson, Thomas A. Edison, Inc., Orange, H. J.

My door Hutch:

Heromiti I return your manorement and clipping from the son intentio light, which was in feet meditorial inspired by my brother, who lives at Sam Autonio. You criticise that he knows mething about more compared as in the but who are compared to the best beauting about more considered as the son and the son are some and the son are son are son and the son are son are son are son and the son are son as a son are son

Solon Honores

S/V

My brother is a good lawyer- but a retter electricion.

AS EVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE

FEDERAL STORAGE BATTERY CAR COMPAN'

BEACH CARS

STORAGE BATTERIES

UNITED STATES EXP., BLOOMFIELD, N.

RIE R. R., SILVER L

TELEGRAPHI NEWARK, NEW JERSEY CABLE:

GENERAL OFFICE AND WORKS: PRANKLIN STREET, NEAR BELMONT AVENUE
TELFHONE: #788 BRANCH BROOK
1746-3747

SILVER LAKE, NEW JERSEY

October 24, 1912.

Mr. H. F. Miller, Secretary, Thomas A. Edison, Inc., Grange, R. J.

Dear Sir:

We enclose herewith letter from Baruch Brothers, 60 Broadway, dated the 19th instant, together with copy of our reply, for your

s/L

My Markey Congression of

Sales Ennager

[ATTACHMENT/ENCLOSURE]

H. N. BARUCH

BARUCH BROTHERS

ETBIAS RECORT

NEW YORK STOOK EXCHANGE
LAGGESS

NEW YORK COFFEE EXCHANGE
NEW YORK COFFEE EXCHANGE
NEW YORK

O BROADWAY

NEW YORK

BRANCH OFFICE HISTORY

H. B. BARUCH J. P. TRAVERS

October 19, 1912.

Dul to Mr Educe.

Mr. Ralph Beach,

c/o Edison Storage Battery Co.,

Orange, New Jersey.

Dear Sir: -

We have had an inquiry from one of our clients in regard to the Edison Storage Battery Co. and we should be pleased to receive such statements of the capitalization and resources of the Company as you would core to make public. Will you also please send me any literature you may have which would show the different kinds of batteries you are manufacturing at present and give us a statement as to their efficiency etc.

Is the Edison Storage Battery Co. at the present time manufacturing a line of electrical trucks or are they simply selling their batteries to other manufacturers? Can you give me the names of any manufacturers who are using the Edison batteries in their trucks?

Thanking you for the courtesy of an early reply, we beg to remain,

Yours very truly,

Barnet Brothers

D.C.M./C.

[ATTACHMENT/ENCLOSURE]

October 24, 1912

Messrs. Baruch Brothers, 60 Broadway, New York.

Gentlemen:

We have your favor of the 19th about the Blison Storage Battery Co., which I have referred directly to them at Grange, N. J. My only association with that Company is that I use the Edison Esttery for traction purposes.

I take pleasure in sending you a set of literature under separate cover.

Yours wary truly,

LeRoy Scott

Sales Manager.

9/t.

Smith & M. Shell's Hotel 199 Washington Stacet, Joseph New York Odober 24 912. My dear Dir! I called on you now ayear and a half ago, to Fell you about Certain Contracts I hald drawn by one R. K. Beach granting A Selling to me one half interest in the Edison Storage Batheries for Fraction Use - The agreement I have was train by Beach Nay 201909, ouvering to me one half interest in the manufacturing to ale of though Battery Cars, for the Sum of Jifteen thousand (15000) dollars . I faid to Beach the sum of 13.500 hickeyeas as follows! M 3000 May 20-1909. June 26 " 2,000 2:000 July 23 Dept 3 " 2,000 Oct 5 2.000 Sor. 12 2000 Dre 23 500 /3.500 These vouchers, I now have before me) This money Beach toos to use in building toperating cars for demonstrating purposes & toas-to prove to you that The Battery

Cars, could be Successfully Con-Structed and operated - after hos Could be shown you were, accord. ing to Beach, to come into the Company after having paid to Beach the 1300 as a forward I hesitated to pay him the bal and fil 500 to complete the 1/5000 for the reason that he did not have a further Contract drown but which he had promised -Keis Reason being that you take Not accesible at the time-you had gone to Glorida - Dince that time I have had no vatisfaction from him - Kever having Received a dallar from Beach. I have made many trips to see him as Dilner Lake - Which I could ill afford - but always leoping he would keep faith me but he Kept promising to fix up, "heat day" or next week " x20 on, Is that hour after three years I have had nothing & it appears am to nearer a Dettlement low that at any previous Time - I have resolved to

wait rea longer - but before taking extreme measures to recover my due- I thought it well to torite you I let you know that I Will give Beach until the 15th ANovember next to Rettle With me- if not done by that time I will engage a compe-Lent lawyer Aproceed against Them - (as much as I knead a lawsent) In (putting my Theoney in with Beach I lash my ice business, tam now left acquost distitute - with They family actually in least in the Thatter than given Beach meny opportunity to deal fairly with me, with the result that I have seen to disposition on his part to do so Typu might Consult with Beach xsee tohat he has bray & in the hear. Fine Device be pleased to Call Theyou with all the data of Thave his the premises-Pleaselet nu hear from Your truly, Charles Muljord

M Edison Mill you Come with us on the trup to Long Beach today. The Fram rung finely and you ought to be along. Here will be some read you can be back in New York by people there and you can be back in New York at J. B. six aclock - We start from the Chun Statum New York at J. B. P. HBeach As I have not been to Ged for 30 hours I Think sleep is more attractive

Edun

GENERAL ELECTRIC CO., 30 CHUMEN BY, NEW YORK, CO. 10 F. M. 1012 M. 101

with which we do a large business, but a saled me for a latter to you for Dr. Heberlein, c prominent metallurgist, of metalin, connected with their interests. Dr. Heberlein is very desirous of meeting you and I so taking the liberty, therefore, of giving him an introduction.

Very brally pours

Receich

T. Heberlein Deingster
Greder
An Unment Mantengint Southing & S.

30 CHURCH ST., NEW YORK.

Hov. 4 1912

My dear Mr.Edison: I take pleasure in intro-

ducing to you Dr. Fordinand Heberlein, a prominent metallurgist of Germany, who is connected with our friends, the American Motel Go., Ltd., and is desirous of meeting you. Commending his

to your courtesy, I remain Very truly y

Copy to

I am going to stick on an extra 55 in case we land this order, which we will rent to you if we make the sale, in return for which you ought to write a letter to your friend ir. J. D. Ross, As we have been in communication with the Chamber of Commerce, CiticReton Legame and various other bodies during the past year in the City of Seattle, cam it is greatly hard seems to geging consching likes, ables on us not

, . . . a .

November 8, 1912.

Mr. A. H. Dimook, City Engineer,

Wosh.

Your favor of Och. Aith relative to storage battery car for Comp 25 has been referred to us by its intichineon of the Mitson fivorage Battery Oc., on Dovember lat. We are sending you a complete set of literature under separate cover describing our card equipped with Milson batteries, tegether with print 9/3/12 of storage battery locomotive. It is not clear to us from your latter whicher you want a locomotive to hank a ratiler or shelper from your latter whicher you want a locative to be made a ratiler or shelper from your latter whicher you want a locative to be made a ratiler or shelper from your latter which was a longer, from the cardinal continuous seems to refer to all-locomotives.

we enclose herewith exterior view of a single truck combination care together with theories when of the heagene comparisons and slocy section of this car, which is 29 7° overall length and passenger comparisons and lengthe comparisons. The management of the comparisons three passengers comparisons there are passengers comparisons the contract of the comparison of the passengers. The bagges comparisons is 6-1/2 foot inside matriam length. This car if you have been a supple of the contract o

please advise in this respect.

Yours very truly,

Tion noon.

AS EVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE $P_{\ell}^{(p)}$

FEDERAL STORAGE BATTERY CAR COMPANY

MANUFACTURERS OF BEACH CARS

EQUIPPED WITH EDISON STORAGE_BATTERIES

EXPRESE: UNITED STATES EXP., BLOOMFIELD, N. J.

ERIE R. R. SILVER LAKE, N. J. NEWARK, NEW JERSES

GENERAL OFFICE AND WORKS: FRANKLIN STREET NEAR BELMONT AVENUE TELEPHONE: 3746-3747 BRANCH BROOK

SILVER LAKE, NEW JERSEY

November 27, 1912.

Sales Monager.

CABLE: FESDAGAR, NEWARKNEWJERSET

Mr. W. H. Mondoworoft. Edison Labratory, Grange, 1. J.

Boar Mr. Messiowaroft:

I have the correspondence attached to my letter of the 13th with memorandum notation on same about the Pultinola phonograph.

I thank you so kindly for having submitted the matter to Mr. Edison. Will you be so good as to return by first post the roll of papers including prints, etc., which I handed you at the same time in the mailing tube, and very greatly oblige?.

Yours very truly,

Jesephane were fer I the

AS EVIDENCE OF THE EXCELLENCE OF THESE CARS, MR. EDISON HAS GIVEN TO US THE MIGHT TO THE EXCLUSIVE USE OF HIS STORAGE BATTERY FOR TRACTION PURPOSES

FEDERAL STORAGE BATTERY CAR COMPANY MANUFACTURERS OF

BEACH CARS EQUIPPED WITH

EDISON STORAGE BATTERIES

EXPRESS, NITED STATES EXP., BLOOMFIELD, N. J.

FRIE D. B., BILVER LAKE, N. J. GENERAL OFFICE AND WORKS: FRANKLIN STREET NEAR BELMONT AVENUE TELEPHONE: 3740-3747 BRANCH BROOK

NEWARK, NEW JERREY

SILVER LAKE, NEW JERSEY

Dovember 27, 1910.

Mr. W. H. Meadoworoft, Edison Labratory, Orange, H. J.

Dear Sir:

Herewith clipping from the Donver Post written by Pr. Ogilvy

Yours very truly,

Leidy Scott

9 /L

[ATTACHMENT/ENCLOSURE]

NOVEMBER 22, 1912

with compliments

TO DEVELOPMENT OF WES

Traction-System of Moving Picture and Phonograph Explained.

New Storage Battery Solves Problem of Cheap

BEACH CARS

STORAGE BATTERIES

GENERAL OFFICE AND WORKS: FRANKLIN STREET NEAR SELMONT AVENUE
TELEPHONE 3746-3747 BRANCH BRIGON

SILVER LAKE, NEW JERSEY

NEW JERSEY ORON, November 27, 1912.

Mr. Thomas A. Edison, Orange, Il. J.

My dear Mr. Edison:

I have received a request from ihr. John H. Finney, Secretary of the Washington Section of the American Institute of Electrical Engineers, to make an address before that body on the second Tuesday in December on the Edison Battery and its various applications, particularly as applying to driving cars.

Kindly let me know if it is agreeable to you that I should do this.

Yours very truly. My Godoch

RHB/GBW

HENRY S. STIX

MEADOW Con Louis, Dec. 16,1912

Er. Thomas A. Edison, "ineral Park, "East Orange, B.J. Look Lines, and Control Park, East Orange, East O

Dear Sir:-

In there any device which

can be attached to street-cars in order to diminish the fearful noise they produce while in operation?

Thanking you in advance

for the information, and anologizing for the trouble, I beg to remain,

Respectfully,

Tic USS

Henry S. Stig

Edison General File Series 1912. Battery, Storage - Foreign - General (E-12-17)

This folder contains correspondence and other documents concerning the commercial development of Edison's alkaline storage battery in foreign countries. Included is discussion of battery-powered streetcars, electric vehicles, naval vessels, and other applications. Most of the documents of 1912 pertain to arrangements involving Edison, Ralph H. Beach of the Federal Storage Battery Car Co., and banker Frederick J. Lisman, who was authorized to market Beach's battery-powered railway cars, equipped with Edison batteries, in Russia, other European countries, and South America. Other correspondents include John F. Monnot, representative of the Edison Storage Battery Co. in Great Britain and parts of Continental Europe, and Miller Reses Hutchison, Edison's personal representative.

All of the documents have been selected except duplicates and variant versions of selected items.

BATTERY STORAGE. 51165 4 130 Mc

Sitel =

When must we make

delivery cefter 1/8 hibr

Celle to Recevia -

dudanson wants to

Know so we can have say 10 machines fur ener set

first & the atther machine for nealing teetres -

January 12, 1912.

Mr. Edison,-

I have a letter from Fox, dated December 31st, 1911, as follows:

After giving the names of various Russian Officials, to whom he suggests that we send reprints of the Army and Navy Journal, he adds:

"About the financial arrangements Mr. Edison and you have made for me, I truly do not know how to express myeal? Phisosof Cratitude have become so shop-worn, that they never seem sincre. I will then say simply that I thank you for your liberality, and can only hope that I may remain worthy of your good opinions.

I think I can best show my appreciation by keeping you informed us to how things are going over here. We have a long distance between us, and you people at Orange mg apt to get distorted through the situation. I shall, therefore, make from with my opinions, upon all matters, effecting the Compuny, no matter whom they concern, as I know you will treat them absolutely confidentially, and will see that they do not get me into "hot water" with my colleagues over here.

I wish to have my salary, expenses, etc. eminate from your office, so that I can remain a free lance, independent of the London Office. I can see that will be the most savisable method. I do not, under any cir cumstances, wish to sever my direct come office.

As to conditions here:

Due to the exhibition at Olympia, the London Office was inundated with over 2,000 inquiries. A couple of firms wished the

right to use Edison Calls, upon existing cominus lines, and were willing to offer 500,000 Pounds as a pledge. Due to the complication of Mr. Monnot taking over the agency, nobody knows just where we stand. He informs me that he did not intend to open the buttery to the market, but would perhaps found un "Edison Traction Co." or some scute proposition, for its exclusive use, but at present we would not sell Vehicle Estteries.

While I um in agreement with him, it would not do to sell the Vehicle Battery Adsorminately, without due investigation of the type of equipment in which it should be installed, I can hardly see where it is a gain to us to allow a monopoly of one make of vehicle. It gives an immense advantage to the latter at our expense, as it seems.

Now, I don't know what agreement you made with Mr. Monnot, but you have stated to me that he was our representative. Perhaps I misunderstood his statements, and that he does intend to open the cell to the general public, after due investigations of the merits of each customer.

This is a delicate thing to mention, and I am writing, as before stated, in strict confidence, between Mr. Edison, yourself and myself. I don't doubt Mr. Monnot's good faith, but I think he is following a mistaken policy if he acts as I have outlined. I will have a long talk with him in the near future, and get his ideas correctly, as it is quite probable that I misunderstood his views.

The Sales Department that Mr. Monnot has organized seems to be paralyzed by the number of inquiries which were turned over to it by the Raison Works. This is to be expected, and I know they will all see their way in time, but there is friction between the

head, and his technical assistants, as to their respective $\overline{ht}(cs)$ and responsibilities. Each thought he was the "boss", due to misunderstanding.

I am forming up such cells as are unformed, and this will keep me in London for two weeks or more, as I can't leave any of this work to the man who is helping me, as I know he would get into difficulties. I am very impatient though, to get to Paris and start things there, and see if I can't be of some help in settling right the difficulties of organization. Both sides have told me their trowhles, and grievances, and I am truly in an embarrassing position, trying to keep strictly neutral.

I suppose I have Caste blacks. In engaging such cheap help as I may require in London and Paris to help me in Keeping things moving? Just how do you wish me to hundle the expense of these few men? At present, I have one loaned to me by the Edison Worte, but as coon as things get started sufficiently to survant same, will no doubt require another to work nights. I wish you would let me know definitely how far I may act here, vithout overatepping my authority. If things go right, this business over here is going to be gigantic, as there will be a good many mattern upon which I will have to use my own judgement. I want to know, therefore, just what freedom is to be allowed. I think you know me well enough to feel that I don't abuse privileges.

Yours sincerely,

Maurice E. Fox."

I do not know just to what Fox is referring by the friction between Monnot and his assistants, and neither do I comprehend what he is referring to in relation to the London Omnibus Company. If Monnot has refused to deliver cells to the London

Omnibus Company, there must be some good reason, such as the contibuses being of improper motor winding, etc. for Edison Battery.

I am therefore writing Honnot, as per copy of letter.

herswith, which I have not sent off yet, and will not send until

you O. K. it.

offull."

ACCUMULATEURS EDISON

Eardi of Budapest for repairs on the Dainler car I had hired for you has been settled. On receipt of your cable I had taken steps to release the quarantee given by the Budapest General Electric and Mr. John. I as very corry that blue then to see the steps to a set of the steps to the budapest depend and Mr. John. I as very corry that blue then to see Instead of to you it would have been settled without amonying you.

I have been very busy since my return organizing the Storage Battery business and have supplied already a few batteries for car of lighting and for yatch purposes. Fox has been at Willesden Junctions forming the stock of batteries, which is now ready, and I am taking him over to Faris to form the stock here.

I have secured a suitable place in Paris where I can get electric current generated on the premises at a much lower price that it is possible to obtain from the Central Station.

I have not yet received the demonstrating and show room trucks and care from Anderson and this is causing me some serious inconvenience as I have many people waiting to make tests on the care before purchasing. I have been cabling and witing to him and expect to receive them soon. The prospects for blances are made good, sales, open that when I get the care I will be able to make good, sales.

The tests which have been made up to now by the Paris by General Omnthus 0°, for the lighting of the autobuses are going to mestisfactorily and I am equipping now are busses with 6 A.4 cells instead of the 18 B.4 as you have suggested to me when you were in Paris. When this Company has run these busses for the mecessary time to get actually in the determine the practability of the system I am

provide series of the words of

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The copy of t

Mr. Thomas A. Edison.

assured that I will get the order for all their lighting, which will be very important.

I had an interview with the engineers on the traction and they are ready to study with me the building of a Storage Estrey bus for the Paris service. When the plans are completed I will send them to you for your approval, end, if the oxperimental bus is successful we may expect to get a very large order from them.

offering his mattery for each other to tall you again that herepasan is still clind many instances where he has quoted prices very much lower than we can make. This creates a very bad impression especially as he is still supplying a battery of very inflation especially as he is still supplying a battery of very inflation especially as he is still supplying a battery of very inflation especially as he is still supplying a battery to receive to compare the supplying a battery to Robinson's 60°, of Antwerp for a commercial truck. The test of this truck was so bad that the species as it that it was examining over Belgium he batteries and the results received as examining the supplementation of the supplemen

he cannot export batteries outside of degramy and authris I think that it is shoultely ugest that you should notify him to keep him to be a simple of the should not be a simple of the should not sho

Please remember that you have promised to send me some of your new rectifiers and I would like to have some as soon as possible as they will be very useful for charging the sets of batteries in the garages.

I have also quite some demands for the small portable cell and I hope you will be able soon to have them ready for the market.

I hope that you are in good health and that everything is going according to your wishes.

With best regards I remain,

Yours sincerely Mounty

[ATTACHMENT/ENCLOSURE]

COPY.

DEUTSCHE EDISON-AKKUMULATOREN-COMPANY 0.M.B.H., Drontheumerstr. 35/36, BERLIN.

Jan 18th. 1912.

Mr. John F. Monnot, 31, rue Paru, Paris, France.

Dear Sir,

Your letter of the 28th, ult. addressed to our Director General, Mr. Bergmann has been referred to us for attention.

We have noted your remarks in connection with the sale of the Edison Storage Esttery in Europe, but would beg to point out that as we have received no formal intimation from Mr. Edison of the arrangement to which you refer, we cannot naturally regard your letter as official, until this has been duly confirmed from the proper constrers.

With regard to the cells you may require for electric cars sold in Germany and Austria, we shall be pleased to go into this matter further and quote you prices, if you will let us have particulars concerning the sizes of the cells, etc. you are likely to need,

Yours very truly.

(simmed) per Berthold

Mr. Edison .-

In reference to your memo on correspondence relative to Government batteries, for Europe, Austria and Germany excepted:

We embodied in our letter to the Monnot that all inquiries from the Governments were to be turned over to me, and were to be handled direct from Orange. He so understands this.

Government work is never of such urgency as to demand immediate reply. The conditions are special, and I think the matter should be handled by me direct, in order that the special conditions obtaining, and which are not understood by lawsen. The provided for.

I am writing Monnot, asking that herserward all these Government inquiries at once, so that I can give them immediate attention.

Hutchison.

PRESIDENT'S OFFICE

2037A

LOUIN

30/

Feb. 1, 1912.

Mr. Edison:

Mr. Stevens has brought the attached letter to my attention which you have approved.

Upon reflection, I believe this is a wrong policy for us to follow, and I wish you would reconsider the matter.

In the first place, the arrangement would be effective at the present time only in connection with Europe (with the exception of Germany and Austria) and in connection with australia. Yet, we have patents in other countries, such as India and Japan. How are we going to control the situation in these other countries where we have no representative? Obviously, by telling Anderson and the others to so shead and couip their vehicles with Edison batteries, this them abroad and remit the royalty to us. It seems to me that this ought to be done with Monnot and with N. B. Limited. I believe it would result in annoyance and complications for a person in Australia, for example, to buy a vehicle from Anderson, have it shipped to Australia and buy the batteries from U. B. Limited and have them put the batteries in the vehicle. We certainly would not sell any more batteries this way and we might sell less, because if a purchaser was only a little disposed in favor of the Edison battery this small annoyance might change him in favor of the lead.

Furthermore. I do not see why we are required to

make this special concession to Honnot and H. B. Limited. We do not do it in the case of the Beach Car and why should we do it in the case of any other piace of appearatus which may be furnished with the Edison bettery? Heither Honnot nor H. B. Limited guarantee to do a definite amount of business and in my opinion could not expect us to do any more than protect them in the sale of Edison butteries as much, and not in the sale of vehicles and other apparatus equipped with Edison butteries.

If we carry out this arrungement there is an opportunity for much confusion in case Anderson vohicles or other apparatus equipped with Edison batteries go into foreign territory without the manufacturer's knowledge. A man might buy a "Detroit Electric" in New York and take it to London, and we know from past experience that this would be the cause of much correspondence.

Suppose we are successful in having automobile manufacturers adopt Edison batteries for ignition or for starting purposes? This is not an improbability at all, and there would be endless confusion if every one of the cars had to be shipped abroad without batteries and be supplied with batteries by Homnet or N. B. Limited. The situation might be even weres if the battery is adopted for other purposes, such as for gas engine ignition or Wolsbach lighting.

How is the time for us to decide the question correctly, and not establish a lot of precedents that will embarrass us in the future. It seems to see that all that Homnot and H. S. Isimited can expect us to do is not to fill orders from their territory and to refer orders from their territory to them. This would practically give both of them the right to interest automobile and truck manufacturers in their territories in the Edison proposition and agree to furnish them with batteries. Sup ose Monnet or K. B. Limited did this and furnished Edison batteries to truck or vehicle manufacturers in their territory -- is it not practically certain that they would take little interest in supplying the Edison betteries for Lansden or Detroit Electrics that might be shipped into their territory? A more probable case is this: Monnot, I understand, has the agency for the Lansden truck and naturally he will push it as hard as possible. Suppose the General Vehicle Co. succeeds in working up a business in England, wouldn't they naturally resent having to go to Monnot for their batteries for G.V. trucks?

The only objection I can see is in connection with royalties, but all that would be necessary would be to tell our customers that when batteries are furnished for shipment in certain foreign countries royalties must be paid. To would have to do this now in the case of any batteries chipped to India or Japan, and I do not see why we cannot do it just as well in the case of any batteries shipped to Europe or Amstrollo.

In this connection, is it your understanding that the exclusive arrangement with Anderson extends to forcign countries? That is not my understanding at all. In other words, if the Baker Co. has orders for Baker vahicles

to be shipped bone fide to Europe or Australia, should there be any objection to our furnishing Edison batteries to them for this purpose?

FID/IW

r. L.A.Pr

Enc-

[ATTACHMENT/ENCLOSURE]



Jan. 20, 1912.

The Anderson Electric Car Co.,

Detroit, Hich.

Gentlemen;-

You will undoubtedly receive from time to time, foreign inquiries in reference to the sale of your electric vehicles, some to be equipped with Edison storage batteries, and in order that there may be no misunderstanding in reference to the sale of Edison storage batteries in foreign countries, we begt to advise that the Edison Storage Battery Co., of Orenge, N.J., only control the sale of Edison batteries in the United States and Gamada, and are only permitted to sell in those territories.

The foreign sale of Edison batteries is controlled by parties owning the foreign patent rights, and they are obliged to pay Pr. Edison revoluties covering his batteries as follows:-

Type	B-2 0	ells	1	.10	Per	Cell
- 0	B-4			.20	**	**
T.	A-4	tr .		-40	**	17
11	A=6	11		•60	11	11
17	A-8	**		.80	**	**
	A-10			1.00	11	**
	1-12	**		1.20	**	11

We simply give you this information in order to sweld may complications which may arise between your good selves and the parties holding Bilson atorage battery patent rights in foreign countries should you execute foreign orders for your electric vehicles equipped with Bilson storage batteries.

Very truly yours,

PRESIDENT'S OFFICE Memorandum 2038A

Feb. 1, 1912.

Mr. Hutchinson:

In reference to the attached memorandum from Mr. Lanahan, what is the special reason for the proposed foreign patents? We already have patents in all the countries you mention, except Argentine, Brazil and Chile; but entirely aside from the patents, Er. Edison has always felt that it would be a very difficult matter for anyone to make a catisfactory Edison battery. I presume your recommendation is based on some special consideration regarding Submarines, and as I will have to take the matter up with Mr. Edicon I wish you would make it clear to me so that I can correctly explain the situation to him.

FID/INV

F. E. D. Ay

Enc-

Mr. Dyer.-

I have your memo 2038-A, of February 1, enclosing memo from Lanahan, in the matter of Foreign Patents for charging secondary cells, and utilizing the current thereform, Folio 785.

This invention is of especial value on submarines and alectric locomotives. Repectally does this obtain in submarines, because there we have great difficulty to cooling the cells when charging rapidly. Of necessity, the size of the air intake and outlet pipes, for ventilating and cooling, are small, owing to the difficulty of occluding such a passage, if of considerable diameter, to prevent ingress of water, when submarged.

In this patent, I divide each cell into several groups, and treat each carry separately. That is, supposing we have an S-20, consisting of twenty positive plates. This cell would be made up in two groups of the positives and eleven negatives to each group, having their respective binding posts, but both groups submerged in together in series. As the No. 2 groups are connected together in series, Saturally, when charging at a high rate, or in fact, at normal rate, in Tropical waters, the greater radiating surface for ampere passing through the cell the more effectually will the cells of the cell force wident that by other charges of No. 2 groups first, and followed partiages of No. 2 groups first, and followed partiages of No. 2 groups are, we have a very flexible arrangement.

The use of lead storage batteries in submarines is attended by much difficulty in cooling, and this invention is a cooling and this invention is a fact calls to lead cells as well as to Edison to the cooling and the cooling and the cooling and the cooling and inasuch as the use of large units in Submarines is increasing rapidly, and South American Countries are entering very energetically into the construction submarines, I deem it very important that we patent this feature in all Countries of any importance.

Another interesting feature of this invention is the ability to discharge the colls one group at a time. Supposing a submarine goes out for practice run. She uses only No. 1 groups, and when the returns, charges that one group up. In the wine of unforcessen conditions arising, she has No. 2 group always fully charged. This makes the boat No. 2 group always fully charged. This

call on a freshly charged group of cells at any time, for forced speed.

In the operation of electric locomotives charging at hih

call on a freshly charged group of cells at any time, for forced speed.

In the operation of electric locomotives charging at high rate, we would also divide the cells into two or three groups, thereby facilitating cooling when charging at high rates.

M. R. H.

N. B. I am returning Lanahan's memo herewith.

Mr. Dyer,-

The Submarine Cell patents have not, as yet, been prepared.

We are taking big chances.

I am called upon to furnish detail working drawings to the Wellman-Seaver-Morgan Company, and to the United States Government on this new pontoon crane battery, in which I will use 5-6 cells. Construction cannot be started on the batteries until the drawings have been approved by the Navy Department. I do not dare to forward the drawings until the patents have been put into the office, because I have no way of determining as to who will see them after they leave our Works.

I also do not think the Foreign patents have been applied for, for this method of dividing the alements of a cell into groups. This is very important, as I am describing this feature to several Foreign Governments. Have to do it. This Submarine Battery matter has been in preparation now for a year and one-half, and I want to see some results come into that Factory.

I trust you will facilitate the patent end as much as possible, and thereby greatly oblige,

Yours sincerely,

H. W. BALK
MOORT - EXPORT

"Hieronymus Newyork"

A B C, 5th Edition

Lighers

Private

Thomas A. Edison Esq, por

Gentleman:

I take pleasure to inform you that

I have returned from Europe and that I am fully prepared to go ahead with your proposition.

Will you kindly be good enough to have the Copywright of your printed pamphlet extended to me, so that I am in a position to have same printed in the Spanish language.

I translated same and as I want to have the printing done promptly, also kindly let me have your sterectype-plates, which I will promptly return.

I also would be very thankful to you, if
you would make an appointment with me in order to inspect your
opmpletwplant, which you installed for demonstration purposes.

Awatting your kind answer

Very truly ours

[ATTACHMENT/ENCLOSURE]

Hieronymus Waldemar, age 28, single. Dried Fruits (Manhattan) 235-238 West St. Room 64.

In response to our request for statement gave above details and submitted the following material suppose of 18th, 1011:

"Formerly mill wooseding state and Manburgs, Commenced business are supposed to the control of the control of

"Mdse. at cost------470:00 "Cash on hand----200.00

"Other assets margin in cash deposits for LIABILITIES

mione.

(Signed) H.W. Balk, by Hicronymus W. Balk.

He was formerly a salesman for canned goods concern in London, He was formerly a salesmen for canned goods concern in London, England. Came to this country about two years ago and was subsequent ly employed in insular line until the Spring of 1911, when he with Charles W. Dauer formed the firm of Balk & Deuer, when he suc-ceded duly in 1911. Occupts a good sized office, and is well regarded presently. Bocally so fer as learned practically page country to the country of the count ing for possible shrinkage.

60-296------V E-----October 4, 1911. 3000 Ti 5000 = 24



Miller Reese Hutchison Esq. Chief Engineer to Mr. Thomas A.Edison 144, Lakeside Ave. Orange N.J. Dear Sir,
Take pleasure to inform you that I am an ardent

reader of your very interesting reports in the Journal of Commerce every week regarding the "Edison Storage Battery".

For your personal information I beg to say, that per Mr. Edisons verbal agroement the Torritoriss of British East India as well as Cuba have been assigned to the writer in order to introduce the "Edison Storage" Battery".

projection of the control of the con

The pamphies "For your information" has been translated by me into the Spanish Language, and I requested the Copyright to be extended to me.

May I also translate your reports in the Journal of Commerce ? I thing it would be a good policy to preacte this in order to propagate the new Invention also in Spanish speaking countries.

Amatting your kind roply I remain

We change is noted in his strairs. It said doing well and to have made good foreign business commotions. Under date of March have made good foreign business commotions.

14 Indeed the strairs which have a substantial a financial and the strain of his affairs which have from \$4.00 to \$5.000 and the strain of his frairs which have from \$4.00 to \$5.000 are fidential. Means are still self-star as learned purchases are still self-star as self

RICHARD ORDENSTEIN.

TELEGRAME: "OFDERICH, LONDON,"

LONDON, E.C.

March 27 th 122

Mr. Thomas A. Edison

Orange, N. J.

Dear Sir.

Referring to your letter of Hovember 3d. and December 4th . 1911 adressed to me at New York, I beg to inform you that I am new established in business here at the above adress.

You mentioned in your second letter that you were preparing a new article to bring out during the winter and two more in the summer and that you would give particulars at the time of completion.

As I informed you at the time, my line of business will be the introduction of american lines in Europe and I shall be glad to hear further from you with regard to the articles under consideration.

Yours truly,

Rielard OrdensTein.

TALESHONE, "1080 NEW LONDON"
CARLE AGORESE "SPEARBOAT, NEW LONDON

HOLLAND TORPEDO BOAT COMPANY ELECTRIC BOAT COMPANY

GROTON, CONN. March 30th, 1912.

REPER TO NO

SUBJECT Edison Storage Batteries for Russian Submarines.

Mr. Thomas A. Edison,
Edison Storage Battery Company,
Orange, N. J.

Brego Ora f/1/2

Dear Sir:-

We beg to invite your attention to a serious misunderstanding now existing in Russia in regard to your storage batteries for Russian submarines. The entire details of this matter have already been communicated to your company in previous correspondence. A review of the subject is contained in our letter to your Company of the 27th inet.

We are just in receipt of a reply to our letter of the 27th informing us that it will be brought to the attention of Mr. Hutchison upon his return, about a week hence.

We have already had a number of cables and letters from Russia in regard to this matter, and to-day we have received another letter from our representative in St. Petersburg informing us that the matter is regarded as very serious and urgent. We, therefore, feel that we cannot afford to await the return of Mr. Mutchison, and would request that as this is a subject which seriously affects your own Company, that it be given immediate attention. The substance of the matter is this: Your Company has given to us certain guarantees in connection with storage battories. One of your representatives has handed to the Russian Covernment entirely different

guarantees. The Mussian Government naturally insists that the batteries supplied should conform to the latter guarantees. You will see that this condition will serve to place either your Company, or our Company, in a very bad position in the eyes of the Russian authorities. Unless this matter is explained satisfactorily to the Russian Government that Government must either discredit our representations or those made by your Mr. Fox. If, as we understand, your Mr. Fox is now in Paris, we would suggest that the most direct and satisfactory manner to handle this situation is to cable him to return at once to St. Petersburg and straighten out this matter. We would suggest that before going to the Russian authorities he first consult with the Nevsky Compeny, who are our licensees in Russia.

We regret very much to have to present this matter to you in this manner but we are convinced that any further delay will be considered by the Russian authorities as inexcusable.

very truly yours,

ELECTRIC BOAT COMPANY.

vice-President.

GCD/J.

ACCUMULATEURS EDISON

JOHN F. MONNOT M.E.

Seul Concessionnaire

(rsop)

TELEPHONE: 593-20

B_JFC/GD.

31. RUE DARU

PARIS, LE Cth April 1913

Mr. Thomas A.EDISON, O R A N G R New Jersey.

Hw dear Mr. Edison.

I have not written to you lately, as I knew you were in Florida having a rest. I hope you have enjoyed your holiday, and that it has done you good.

and that it has done you good.

I have received the letter of Bergmunn, of Pebruary
17th you have sent me in communication, and chich I am returning to
molosed. The telescents he sucked in one curry, stating it
is a test to be the sucked in one curry, stating the
the sattery hey have purchesed from Bergmunn, after four onths
of intermittent work, towe only an efficiency of 50. In presence
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they also say that many people and administrations
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so that you have intermed bergmun to not sell any more butteries
outside of his territory, as he has been daing man has used in
delivering poor butteries, and for this renow have to place come
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so

he knew that such an errungement would be ogreechle to you, and has asked as to come over to Perlin to discuss the matter tells that. I have been co-based to the property of the leaving for Berlin day after to-morror. I will report to you the result of un interview with Bergamm, and if his proposition is exceptable, it may be advantageous to make an errangement with him, as he suggests.

called on Ir forcet to advise you that on my return here, I have no Ir. Marjee, as you advised me to do, to post him as to my intention in developing storage but they produce in Manage, but he was busy, and another busy that they are the standard of the part of the standard of the part of the standard of the my standard of the stand

In view of the reception I received from Yr. "aries, I did not think it was any nore use of secting him, and, following the plans I have entitled to you. I have ap reached other people to form a syndicate for the development of the traction with your battery. As you know, it will require a great deal of expenditure. I am pleased to report to you that I have secured the co-operation of some poof insancial people here for this purpose, and that I am now organizing a traction company, with them, and that they have already dependent on company, with them, and that they have already dependent have agreed to 100,000 dollars to the company of the second property of the company of the second property of the property of the company at the same price you have greed to still this configure at the second price you have given may not get an interest in the company, so us to retain the control of the business.

truck châceis from the Anderson Electric Coapeny, and I am ordering from the States châceis of Dubases, and the Anderson Electric Coapeny, and I am ordering from the States châceis of Dubases, and will then extrange from Beach the trucks for his tramways, and will then extrange for the state of the state of the contraction of the state of the works to build ourselves but on easily here allowed the state of the state o

London lest week, and have arranged with him to take over part of your Millesden Junction Torke, which we will increase according to the capacity of the business, and this will relieve you from part of the rent. I have also decided to keep the stock of betteries at Milleaden Junction, and to make a jornmant installation for the forming of the cells, as by the condition of your poor installation and had to pay too heavy a price for the electric outroit.

mid he is arranging the matter will need to milled mine the last week, and he is arranging the matter will need to have a made he is a rranging the matter will need to the process of current from the cierrbatting company by saying that they have all interest to favour us with often rates to enable us to develope the business, as we may in future requires a large smooth of current.

some important business which we are following up now. I did not on undy not for traction, as I have only received the first care Intelly, and was waiting to have this traction company organised to be able to give it the extension it requires, but I have already good prospects of large manners, sty carbage of Paris. The contract of the contract of

Pailroad, to try to get them to use the Trench Covernment lighting. The Chief Magniner told no that they would be offer the Chief Magniner told no that they would be offer to the country to the country

Line, have to be returned with theser train incide of an hour, and for this reacon they went to be able to five a full charge to the battery in the shortest possible time. The Chief Nariaser told use that if we could do that, they would certainly adopt our system, but to not come back to him uthout a full my procession. The requirements would be therefore as follows:

i storage battery that could be charged - say - in one hour and capable of giving 20 c.p. lights for 20 hours, or 4,000 watt hours.

The standard battery would not be able to do this, and we will have to wait until you have the 2. type ready, and I will be much obliged if you will let a know when you expect to have it out, and to have me sent all information on same, to that I can make a proposition to this Estimost.

This same Covernment Pailroad is electrifying their suburban lines, and I tried to interest them in the Storge Pattery Car for this purpose but they would not entertaint, as they consider that the Unit rail is more seventers our for

.N.5

then on account of the great number of trains on these lines, but they were very much interested in the storing bottery cer the control of th

You will see that I have enough work before me to keep me busy, but you can be assured that I will do everything in my power to develope the European business, and boge that ou will soon see come results that will give you satisfaction.

You will understand that I am now in a period of organisation, and I have to secure the co-operation of good men, which, as you know, are hard to pick out, and I do not want to cake any anistake.

Hoping you are well.

I remain, with kind regards,

Yours sincerely,

(Signed) J.F.HOHMOT.

original marked by

14-18-00 TELEPHONE: 593-20

ACCUMULATEURS EDISON

JOHN F. MONNOT M.E - A.S.M.E. Seul Concessionnaire

ACCUMULATEURS Alman O.Edison

31 RUF DARU PARIS, LE 23rd April 1912.

ir. Thomas A. HDISON, ORANGE U.S.A.

My dear Mr. EDISON,

I returned last week from Berlin where I saw Mr. Bergmann, but as I had to go immediately to London, I did not have time to write you by last mail.

I hope you have received copy of my letter of 9th instant, which was sent to you in my absence, as the original was lost on the "Titanic".

all his works, and visited in detail his bettery factory, which has as you told as after seeing it, is very weak or the could be used to advant his bettery factory, which has you told as after seeing it, is very weak or the could be used to advant his proper of the could be used to advant his is that bettern the could be used to advant his is that bettern his the could be used to advant his is that bettern his the could be used to the could be a could be the could be cou

He says that this ought to be agreeable to you, as you

would get your royalty as well, and that it may be advisable to keep his factory for future European development.

ferring to you, but that I could not do emything mithuit reproval to most with him on the selling and tomind with your express to work with him on the selling and tomind your to his factory. I must have an action on the purposes of his factory and the license of the German, Austrian and Mungarian territories to whigh he agreed in principle.

and does not give the decessory attention to the battery business, he stated that he would not put up nother cent into the battery business, he factory going, he would have to sell out under pressure or the battery going, he would have to sell out under pressure or the bettern batter.

Under these circumstances, I think it would be alvisable to let me make arrangements rith for Dergomp, on the lines stated above, as in the seen faiture it may be that you will not be calle to supply from your Orange factory allthe storage batteries that will be required for the European market, on account of the development I understand your sales are taking in the United States

As you are supplying Bergman with the positive twoes and coxed of iron, and as he is making only the medianical part of the battery, I do not see why he could not supply cells equal to those you are manufacturing in Orange and that he would agree to furnish them to set the same price you have made them.

For Switzerland, Germany, Hungary, the Ralkem States, Demark, Russia, his shipping expenses would be less than from London, and we would therefore save freight. On another hand, I would take from Bergmann an option on his bettery business, including the factory, long enough to enable us to take it over at the proper time, when enough business has been developed, and you could then at that time send some competent nam to rim the factory, and we would thereby get back the control of the whole of Burope.

Should you authorize me to make such an arrangement with haring been rosed to be therefore these works without haring been rosed to be the set of the property of the work of the work of the work of the set of

In any case, we would always have the formation tables which Fox would examine carefully, and if any battery does not come instructions, they could be re-put on formation under his instructions.

an arrangement with Mr. Bergmann, it would be necessary that you should have control of the feet of the color of the free to the color of the free tribe of the free to the feet of the free to the fr

EDISON batteries to purchase Bergmann's factory and business without any expense to you.

mill you kindly give this matter your best consideration and let me know what your intentions are in this respect, as Bergmann has impressed upon me the necessity of making an errangement in the near future, as otherwise he would be probably forced to sell out, as I told you before.

rapidly the Battery Traction business, and you must understand that there is a lot of preliminary work to be done, as there is a lot of preliminary work to be done, as there is a great produce against 1 cm. The conditions here are quite different from the United States, and the best prospects are for heavy truction, as both in France and England the radius of vin delivery to higher than it is blacked, and the will read which are the mineral trucked by the states of the stat

France, and have a number of cells out on test, and a full battery when me the constant of cells out on test, and a full battery when me the constant of cells out on test, and a full battery with the constant of the consta

Unfortunately, they have invested large amounts in the acetylene line, and do not feel inclined to change the whole system before they have recuperated part of it by a long service.

As soon as I am able to deliver them a storage battery bus chassis of the proper type, they are willing to mi it in service, and if the results are what we claim for them, they will order a number, and the proper type of the control of the contro

battery, but of course the ingential progress in introducing the traction, which proceed the light will only coach a deletrica traction, which procedually, does not exist any more over here. You may rest assured that I am doing everything possible to develope the duminose, and I hope that you will soon see some results that will satisfy you.

Awaiting your news, and hoping you are in 600d health I reach heat records, in four first heat for the first

Battery, Storage 110y 4.

May 4, 1912.

Foreign Representatives of the Edison Storage Battery Company, and Royalty schedule;-

Germany Austria-Hungary,	Represented by	Deutsche Edison Ackumulatoren Co. Drontheimerstr. 35-38, Berlin, Germany.
Australia	II.	H. B. Limited, King & George Sta. Sydney, Australia.
Argentine Paraguay Uruguay	W	Agar, Cross & Co., 11 Broadway, New York City.
Great Britain Duroje (except Germany	, Austria-Hungary)	J. F. Honnot, 31 Rue Daru, Paris, France.
Canada	Represented by	Canadian Fairbanks-Morse Co. Ltd. 444 St. James St., Montreal, Canada.
So. Africa	"	A. H. Johnson & Co. Ltd., Capetown, So. Africa.

Royalty is to be added on all shipments going to the following countries:-

Austria, Belgium, France, Germany, Oreat Britain, Hungary, Italy, India, Japan, Mexico, New South Unles, Russia; Spain, Switzerland, Sweden, Victoria.

The royalty is to be added to the price of the cell, after the trade discount has been deducted, as follows:-

B-2	 10	cents	nor	cell
B-4	 20	"	111	11
B-6	 30		- 11	
A-4	 40	"		
A-6	 60		11	**
	 80	11	**	11
A-10	 \$1.00	për	cell	
A-12	 \$1.20	, " "	11	

[ATTACHMENT/ENCLOSURE]

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November 3, 1911.
          As we now understand it, the following is the correct
     list of foreign representatives:
                       Represented by-
                                           Deutsche Edison Akkumulatoren
     Germany.
                                           Co., Berlin, Germany
     Austria-Hungary.
     Australia,
                                           N. B. Ltd., Sydney,
                                           Agar, Cross & Co., 11 Broadway, New York City.
     Argentine
     Paraguay
     Uruguay
                                           J. F. Monnot
     Great Britain
                             1+ austria
                                           1.7 monnot 3creelone, Spein.
    _Spein-
                                           The Klaxon Co. (J.F. Honnot)
     France
                                           Canadian Fairbanks Co., Ltd/
     Canada
                                           Montreal, Canada.
 X.-
     Shile
     Povu
Equador
                                            W. R. Crace & Co., H.Y.C.
     Bolivia
     Holland/
                                            J. F. Monnot (temporary)
     Belgium
                                            J. F. Monnot (temporary)
     Sweden
                                            Chas. W. Hay, 212 High St.,
Dunedin, B. Z.
     New Zealand
               -It is also understood that royalty is to be added
     on all shipments going to the following countries:
     Austria, Belgium, France, Germany, Croat Britain, Hungary, Italy, 'ndia, Japan, Morico, New South Wales, Russia, Smein, Switzerland, Sweden, Victoris.
                 The royalty is to be added to the price of the cell,
     after the trade discount has been deducted, as follows:
                      B-2
                                  10¢ per cell
                      B-4
                                  206
                       A-4
                             -W-G-BEE-
alf Europe except Germany and an
          in - an Johnson TG. Phy Capetour, S. aquie.
                Nom Howard Cole Rio de ganeiro, Brazil
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ps govergn

F. J. LISMAN & CO.

CHICAGO PHILADELPHIA HARTFORD BOSTON

Hr. Thomas A. Ediaca, Praydont,
Ediaca Storage Estery Ont Company

Mew York Hay 15,1912

March Call

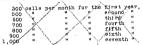
Dear Sir:-

As our Mr. Liaman is leaving shortly for Europe and among other matters will take up the formation of a company or companies for the exploitation of the Edison Storage Battery, we think it advisable, in order to prevent any future misunderstanding, there be some written statement of our agreement at this time.

You and your company grant us the sole and exclusive right and license to sell and manufacture and sell, lesse or otherwise use for profit of the first in letes, Europe and adjacent islands, except the German and the Austro-Hungarian Empires, the inventions covered by various United States and foreign patents granted to you or your company, or which may have been or may hereafter be acquired by you or your company, relating to the storage battery or any improvement or modification thereof, of which patents you are to furnish us detailed schedule when and as required.

In consideration of this grant and license, we agree to endeavor to form a company or companies for the exploitation of your storage battery, which companies it is agreed, upon organization shall assume by an assignment from us, all of our rights, obligations and limbilities hereunder.

We shall have these rights upon receiptof your answer, which rights are to be terminable at your pleasure upon sixty days notice in writing, unless within thirty days after the completed organization of the first one of the companies above mentioned, we bogin and maintain sales of your batteries as per the following schedule:



and annually thereafter, and provided we also use for purposes of propulsion of care on rails:

```
600 cells per month for year commending July 1st 1913, \ 700 " " " 1914 | 1915 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1916 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917 | 1917
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It is especially understood that this schedule merely indicates the general average of sales to be substantially sustained and that such sales are cumulative, and in the event jing those of any one calendar month are in excess of the minimum requirements, such excess shall be applied upon account of prior and subsequent months, the sales for which were below the established minimum thereunder.

We are to have the right at any time, either before or after service of notice of termination of this agreement, and for the purpose of retaining our rights hereunder, either to purchase on our own account a sufficient number of batteries to make good any default as to minima, or to pay for the shortage at the rate of \$1.00 per each cell, which payment shall be accepted in lieu of such additional sales and shall nullify such notice of termination.

En the event that we should at any time manufacture

T.A.B.-3-

own cells under your patents, there shall also be applied on account of and in lieu of such minima of sales or any jart thereof, the number of batteries so manufactured by us, and it is agreed you will receive in lieu of all other charges and profits for each and every cell so manufactured:

B-2 B-4	per	cell,
A-4		"
A-6 A-8		
A-10	17	

It is understood that we have nesumed no obligation to purchase any batteries wintsoever and nothing herein contained, so shall be construed, and that the only rights arising from our failure so to do, chall be limited to your right to tensimate this contract upon sixty days motice in writing.

The hatteries purchased by or through us are to be equal to the best of your product in the various types manufactured and your are to deliver with them for the benefit of the purchaser your usual runantee.

You are to thoroughly protect and defend all or any of your patents and the rights thereunder granted at any time at your own expanse and through your own counsel.

The prices to be paid by us or for our customers are to be those of your lowest list prices in force at the time of purchase to your most favored customer and for your best terms, less 20% discount, plus the following royalties:

B-2	100	per	cell
B-4	206	" "	#
A-4	406	**	17
A-6	60¢	11	н
A-8	80¢		15
A-10	\$1.00		**
A-12	1,20		n

T A R -4-

You are to deliver enid batteries to our order free in Europe, with the exception of duties payable to any foreign Government, and shall maintain, both in London and Paris, depote, the aggregate stock of which at all times shall be maintained in a quantity not less than the minimum calle per month required to be purchased by us from time to time.

Batteries are to be delivered to us properly and fully charges for the purposes of their intended use or onle, or you are to pay the cost of forming and charging the cells, including the cost of current and labor.

You are to keep at your own expense for his salary and other expenses and at our service, a thoroughly competent man, familiar with your batteries, to cooperate with us and oversee the matter of forming, filling and charging the batteries, packing them and putting and keeping them in the most satisfactory condition for anle and use.

Before exercising any of our rights hereunder, we are to arrange to acquire, terminate or otherwise save you harmless from such rights, as selling agent, as may have been previously acquired from you or your company by Mr. J.F. Monnot, of Paris, providing always that this can be accomplished by depositing the providing always that this can be accomplished by depositing the providing always that this can be accomplished by the to be advantageous to us, at a cost of advantageous to us, at a cost of advantageous to us, at a cost of a first parish to purchase such a first that a part of not to exceed (1971).

In the event that we should acquire the rights of Mr.B. Joyg & Bergman, of Berlin, relating to the exploitation of your storage fraction for the prospect of flatfactor prospect of Mary Mary Par Earth battery in Germany and the Austro-Hungary Empire, or buy his plant,

Until we put in force and effect our obligation to take
the minimum quantity of batterjee, as above provided, you are
to continue your present arrangement with Pr.Monnot, but are not
to make any other realing arrangements or grant any rights inconnistent with the full operation of our agreement.

This agreement binds and benefits both of us and our successors and assigns as well, and in the event of an assignment by us, our assignse takes from us our obligations and rights as well.

Unless sooner terminated, as hereimbefore provided, this agreement shall continue for the lives of the patents, present and future, hereimbefore referred to, and any extensions thereof.

It is mutually understood that in the event we should determine to ergonize one or more companies for the purposes of this agreement, that you will directly license each of them to sell or manufacture and sell, otherwise lease, yourbattery, subject always to the terms and conditions of this agreement.

Kindly confirm the contents of this letter.

Very truly yours,

It is understood that if it got you he satisficating strictly strictly as the produces a strangency some strictly backing cash factory to searly by story and the fractions of the strictly the strictly and the fractions of the strictly that the strictly strictly that the strictly strictly the strictly strictly the strictly strictly the strictly strictly

COPY

May 16th, 1912.

Mr. F. Monnot, 31 Rue Daru, Paris, France.

Dear Mr. Monnot:-

912. Copy of the word to 19th from Copy of the word to 19th from the word of the form

Hr. Lisman, a banker of New York, has made an arrangement with Mr. Beach and myself for the United States whereby he finances small railways, etc., and guarantees the purchase from Beach of eight care per month, including battry. This guaranteed minimum, which increases each year for five years, I have agreed to and am working under it. He has filled Beach's shop full.

Mr. Lisman has very good banking connections in Europe, being a Jewish banker and railway expert on bonds and other railroad securities. He wants to do business in Europe also, especially in France and Emgland, where he has banking connections who are abundantly able to finance large undertakings, in fact his friends in Emgland already have several Horse Car Lines.

I have told him of my arrangements with you and have suggested that he take the matter up with you, so that you will be taken care of if you are agreeable to the errangement. I suggested that I was morally bound to protect you and that I thought perhaps you would be satisfied with 30 or 40 cents net profit per cell. He only wants railway business; we go on with all other lines of work. He will call on you, and I hope you can see your way clear to go into some arrangement.

Yours very truly,

TAE/ES

(signed) Thomas A. Edison

16th, 1912. Color mad 1. 19 300

Mr. F. J. Lisman, 30 Broad Street, New York City.

My dear Mr. Lisman:~

I am willing to aid you in building up a market for cars propelled on rails by my storage battery in Russia. Norway, Sweden, England, France, Belgium, Italy, Spain, Holland and Switzerland, providing you will take care of my present agent, Mr. J. F. Monnot, of Paris. In the event that you can agree with Mr. Monnot I would give you a reasonable time, say six months, to gather together a financial group to create a market for the batteries for the above purpose. The batteries are to be supplied by me as you need them from my depots in England or France. In case you are able to make arrangements agreeable to Mr. Monnot, I should require that your financial group shall buy for a period of say five years a certain number of car battery cells per month, which number shall be the minimum quantity of cells you must buy in order to hold your exclusive rights for the battery for rail car purposes in the whole of the Countries above named. After the preliminary period of six months this limit should be not less than full battery equipment for four cars per month. There should be an increase in

car equipments purchased per month each year in order that you may hold the exclusive rights. There should be a provision which would give your people the right to terminate the understanding upon six months' notice.

(2)

Should you form companies to finance the railroads which will create a market for the batteries, I have no objection to enter into a contract, providing the

Companies are satisfactory financially and otherwise.

Yours very truly,

(Signed) Thomas A. Edison.

TAR/ES

Copy of Resonance near ?? Hay 17th, 1912

Er. F. J. Lissen, 30 Broad Street, Hew York City.

My dear Mr. Liaman:-

Enclosed I hand you a letter of introduction to Mr. Bergmann, together with carbon copy of a letter I have written to him.

Yours very truly,

TAB/ES

May 17th, 1912

Er. S. Bergmann, 23 Ondenarde Strasse, Berlin, Germany.

Hy Dear Bergmann:-

This will introduce to your good self Er. F. J. Lisman. of the Banking firm of P. J. Lisman & Co., Hew York, who visits you in relation to the Storage Battery Company.

Yours very truly,

TAE/ES

Er. S. Bergmann, 23 Oudemarde Strasse, Berlin, Germany.

My Dear Bergmann:-

The banker who will only on you in regard to the Battery Co. in F. J. Lisman, of F. J. Lisman & Co., No. York. Lisman is an expert in railway securities, and the firm does a large business in financing electric reil-ways and industrial concerns. They are Jews and are highly spoken of in my reports from both Jun and Bradstreet.

Lieum is finencing Beach for United States business by agreeing to take and pay cash for several cars per month, and salls then to reeds that the firm finences, and otherwise.

Lisnan believes in the future of the business and thinks of extending his operations in Europe.

I gave him copies of your enbles maming the price. He rade no counsent. He was to sail for Germany on Emy lith, but has been delayed and now expects to sail <u>rey Elst</u>. I have given him a copy of our contract and a letter of introduction, and hope you and he can make a deal.

I think Doty got some idea from Beach that Lieman night do business with you, and slipped over to get an option in order to make a hold up. My cable to you was to prevent it.

(2)

Yours very truly,

TAE/ES

F. J. LISMAN & Co. BANKERS

CHICAGO PHILADELPHIA HARTFORD BOSTON PROVIDENCE MEADOW CROFT. NEWYORK

30 BROAD STREET

The his - draman has govern

Mr.Thos.A.Edison, Orange, K.J.

Dear Sir:-

Herewith copy of letter to Mr.Bench, which embodies the conversation which we had with him, after he had had some conversation with you.

. In less we hear from you to the contrary, we shall assume that this is the understanding.

Thanking you for your promptness, we are,

Very truly yourn,

Fremont L

[ATTACHMENT/ENCLOSURE]

BS Francis

F. J. LISMAN & CO. BANKERS jena 1917

30 BROAD STREET

CHICAGO PHILADELPHIA HARTFORD BOSTON PROVIDENCE

NewYork

May 20,1912.

Mr.R.H. Beach, President,

Federal Storage Battery Car Co., Silver Lake, N.J.

Dear Sir: -

I am writing this to confirm my telephonic conversation, in which you expressed yourself as willing to give to a company to be formed in South America, and to be backed by influential people, the exclusive selling among of the South American countries, on the basis of the company, say nine months after incorporation, purchasing a minimum number of care per month.

As business down there is naturally not as great as in Europe and the United States, precumbly a minimum amount of orders of \$25,000 per month would be reasonable and satisfactory to you.

We are dealing with a group in London which controls the most important electrical undertakings in South America and are satisfied we can push the business if anyone can.

There is a further understanding that if the company should conclude to erect its own plant, it is to be given the benefits of all your and Hr.Edison's patents, on the paris of paying you royalty of \$1.00 per our seat on all cars manufactured, and paying Hr.Edison the full list price per battery, less a discount of 10% during the first three years, and if Mr.Edison reduces the cost of his battery after that time, the discount is not to be less than 20%.

We are sending Mr. Rdison a copy of this letter.

Very truly yours, Tumman A

KD.

F.J. LISMAN & Co. BANKERS

30 BROAD STREET

CHICAGO PHILADELPHIA HARTFORD BOSTON PROVIDENCE

NEWYORK May 21,1912

Dear Mr.Edison; -

I wrote a letter to Mr. Heach the other day, asking him to let me have copy of the contract with you, but have had no reply from him. I am afraid the trouble with Mr. Heach is that he is too busy working on his car and has too much of the usual carelessness of the inventor and neglects some important business points. If he followed your canny example, it would be better for him in many ways.

As I understand it, while you would not care to enter into a contract with him for certain exclusive rights as to the use of your batteries, you did say that you would enter into an agreement with him on behalf of your company, that Mr.Beach would always be able to get your batteries. I hope such an agreement has been entered into. If it has not been done, I must urge that you attend to it in justice to Mr.Beach, to myself und accordates.

What would we do if anything unforeseen should happen to your good self and someone should step in and give the right to somebody size, not only to use the batteries in connection with care moving on raits, but also give somebody the exclusive right? Our companies would be substantially worthless, and we would be subject not only to ridicule but to severe blaze for overlooking this important foundation scope in our affairs.

I am quite sure you willssee my point of view on this

T.A.E -- 2-

matter is justified and therefore hope before I reach Europe,

it will be attended to. I am leaving tonight and before my departure wish to

express to you my appreciation of your courteries and cooperation. Very truly yours,

Er. Thos. A. Eddson,

F. Kimmen

Orange, N.J.

ACCUMULATEURS EDISON

JOHN F. MONNOT M.E - A.S.M.E.

Seul Concessionnaire

MALADOW CRAFT.

31. RUE DARU

MALADOW CRAFT.

31. RUE DARU

PARIS, LE 201 Iny 101.

11. Thomas in DISON, the photographic control of the photo

I have he no to continue ay better of herit fard, for which of hering necessary up to now. Lack week I have he heesewer to now. Lack week I have he heesewer as the result in the here of hering contained him fully with Dergama's citaction. He has advised as to go to begin, and I as leaving day to the two or to the first here. The here he has a subject to the Lack who have the heavy to the head of the two or to the head of t

seeing Perruam again, and I mae very anch emericed and amough at that he told me. He. Leven authorized me to repeat that Perguam seed as follows:

"He has asked him how much money he would put in tith me, and he. Leven enewered that he was thing a pretty heavy interest. Them Tergamm told him that he could be it as ose on it as it was lost; that the Thiom Petery may no good and had no have; that he could understand that he type; assure when the could not could the the could be sufficient for the could not the level of the thing to sold out and level will have the could not the could be sufficient to the could be sufficient to the could cannot be sufficient for blook it will not be sufficient to sold out."

on ir. Leven, and he is edited; telegraphed to my other associate here in Paris and quied in a lot of trouble with his rorbinately I was able to exclain the probable reson of Perguant a citting, which I not entirely to lead over the second to think that I as said; headway when he could have increased. The attitude of perguant man absolutely as marrantely especially after rain; begins to the his most of the probable resonance of the course of the

The load of side to the former than on the first than the first that the first than the first th

The in clut there done, of I are already a tend into as established to mercul reliant on the model. New I have could discove of getting orders. In this selection of the foreith, the triangle discovering to the first of the Sudners.

chility I redereded that II. I was it no in Tellings - the for the course of the cours

If mother light meant when the held of the light lock and as I maderstand that bergamm cannot dispose of his forem and metrican rights attention occurred which proceed that you concent would need to be a continue from the light of the light with the many content and right to you.

I think it is a shame the may be ream has run down the DISO bettery and the bad rejudetion he has even here, and I bould not like to see you run my ther democratics.

by an acceptable the contents of this latter as fictated by an accept desire of serving your interests and criticing a sound regulation for the blind lattery over leve, as a large market, thick I can accept you I am half that is do. °3. (Ur. Thomas A.EDISON) 21/5/12

I shall be very much pleased to have your views on the matter, and assiting your news,

I remain, with best regards, Yours sincerely,

J. Womis L

Copy: Fed.St.Bat.Let.

[ATTACHMENT/ENCLOSURE]

3.5: you

Mound MEADOW COST

with you - How well

nation that I search

uning letter - matching:

property control molary of

Er. F. J. Lisman, 30 Broad Street, Hew York City.

Dear Mr. Lisman:-

Your favor of the 21st instant has been received and its contents noted.

You will remember it was agreed that I would not make a contract but would have a Resolution adopted by the Board of Directors of the Eddson Storage Battery Co. to the effect that if the contract with Mr. Beach was carried out you would always be able to get the batteries.

This shall be done. I will arrange to have a Directors' meeting called in the near future and carry out my promise.

Yours very truly.

TAB/ES

Deutsch-Atlantische Telegraphen-Gesellsch

GERMAN ATLANTIC CABLE COMPANY)

100 DIRECT CABLES FROM GEDMANY

EXCLUSIVE CONNECTION WITH THE COMMERCIAL CABLE COMPANY "VIA EMDEN-AZORES"

77. ZYMOTIC DOTY HERE MONNOT YOU SAID GO AHEAD RIGHTS BEACH NUMBER CONCERNS INTERESTED CAR HAS DONE S'0 BEACH GAVE INTERSTED PHRPOSES LISMAN COMING APPARENTLY GIVE BEACH THESE RIGHTS MONNOT CAR DID YOU OBSERVING CONTRACT WITH INSIST BEACH PRODUCE COMPLICATIONS DONT YOU THINK MONNOT HANDLE BEACH CAR BUILDING THEM ANSWER HERE BEACH ROYALTY

Deutsch-Atlantische Telegraphen-Gesellschaft German atlantic cable company 624 schaft Two direct cables from germany to new york.

EXCLUSIVE CONNECTION WITH THE COMMERCIAL CABLE COMPANY

MAY 23 1912

2110 406

BERLIN 31

VMOTIC FRISON NY

HAVE WRITTEN YOU YESTERDAY ABOUT BERGMAN TINK IMPORTANT PLANT SHOULD NOT GO TO OTHERS PRBABLY CREATING CONFLICTING INTERESTS HAVE PLANS COMPLETED

YOU CAN DEPEND ON ME SINCERELY MONNO

.. B.S Foreign - Monor

Dyer

1 may 23/12

Inform Mounot Burgman that Liaman left for Berlin West Vesterday, White Japon Mark Mark Mark Mark Mark Mark Mark Mounot Contracts, more wife for made any Contracts more wife for made of traction unless Mounot protected 9 have no control of grant to have no control of Beach, Liaman Gooming cari business here;

Silver of the same

Sent to be be here the property of the propert

B. Smoren

May 23rd, 1918.

Mr. Edison:

In accordance with request, we have today cabled ${\rm Tr.}$ Dyer, c/c the Perlin Office, as follows:

"Dyer: Inform Momnot, Bergramm that Lissan left for Berlin yesterday. Have not sade any contracts. However, will be made for traction unless Homest protected. I have no control of Bonch. He has no rights from me in Murope. Lissan booming our business here."

Calter Storons.

ws/c

F. J. Lisman & Co. bankers

CHICAGO PHILADELPHIA HARTFORD BOSTON philosophic super.

30 BROAD STREET

NEWYORK May 25, 1912.

Mr. Thomas A. Edison,

Orange, N. J.

Dear Mr. Edison:

We are in receipt of your favor of the 23d inst., addressed to our Mr. Lisman, and note therefrom that at a Directors' Me ting of your company to be called in the near future you will have a resolution passed to the effect that, if the RAILWAY STORAGE BATTERY CAR COMPANY carries out its contract with the FEDERAL STORAGE BATTERY CAR COMPANY or Mr. Beach, the first numed company shall always be able to get your Eatteries.

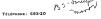
When this resolution is passed, will you kindly send us a certified copy of same, and oblige,

fery truly yours

"G/ERM

and war 1596 W. Phoeal 6/11 Sayson done

Thear and weeken seepont. of Balleny sales by Mount at Lousant Paris -



ACCUMULATEURS EDISON

JOHN F. MONNOT M.E - A.S.M.E.

Seul Concessionnaire

VANDE HARE

R-JFM/LP.

31, RUE DARU

Thomas A. Edison, Esq.,

ANGE, N.J.,

Rtets-Inis.

My dear Mr. Edison,

On my return from Berlin, where I was with Mr.
Dyer as you know, I found your letter of May leth last and noted
contents. Mr. Dyer has communicated to me the contents of your
cable to him stating that you had made no contract and will make none
for traction unless I am protected? I thank you very much for your
attention in this matter.

Until I got your letter I did not know, what was going on, because I had met Mr. Doty in London, who told me he was over here to secure Mr. Bergmann's plant in Berlin for Mr. Beach and Lisman, to whom you had given the exclusive right of the battery for rail traction in farrope. It is for this reason that Mr. Dyer cabled you to find out the trueth. I am glad you have not concluded definitive arrangements with Mr. Lisman, because it would seriously interfer with the work I have already done here and in England. I have interested a number of tramway companies and I can now negotiating with the London County Counsel tramways who are operating all the tramways of the city. They are very much interested and are prepared to put

As I wrote you previously Beach had promised me to send me some first cars and not being able to get anything from him for a long time I am going ahead to have the cars built here, retaining the main principle, that is to build light and reduce all frictions as much as possible. I have adopted the four wheel drive with gearing all incased in eil and entirely protected which I think better than the Beach design. I can assure you that I am fully able to develope the traction of your battery in Europe on the lines we have talked over several times and that I can secure here all the cooperation necessary. I would therefore be very greatful to you if you would let me follow up my plams and refer to me any proposition that could be made to you for the European market. More I will develope the business over here more you are likely to have propositions coming to you direct, which will be the result of my work, and being on the spot I can determine if there is any advantage in entertaining them.

I saw Mr. Lisman in London lest week and had a long talk with him. I explained him fully what I have done and asked him what where his plans. He told me he had not made any as yet and was investigating the situation, but that his main object was to buy or lease none paying tram-lines and equip them with battery cars and sell the bonds and expected to be able to do the same thing in Paris. He said also that he did not know that I was developing the rail traction and that I had done so much work on it already. I told him that it would be better that he leaves the question of getting the cars built in England and France in my hands as I had already the technical organization for that. He could them organize his expetation company had I would furnish him the battery cars through the builders who are taking the matter up with me. He said again that baving no de-

finitive plans he would take up this matter with me when in Paris next week and that in the meantime he would do nothing without consulting me. I do not think advisable to give any exclusivity for the rail traction as it may ant **Continue** the local manufacturers who are disposed to go into the matter and may reduce the sale of the battery.

I am convinced that I can get better results in being able to sell batteries to the manufacturers of approved designs of cars and get their cooperation. If Mr. Lisman will enter in my views he can certainly help to the development of rail traction by financing some none paying lines and equip them with battery cars, and I hope I will be able to set him to work on this plan.

When I talked to Mr. Liesan about Doty being in Berlin to secure Bergmann's MINHIX plant for him, he told me that he did not know him and did not want to have anything to do with him, and he did not think he wanted the plant at all. When I saw Mr. Bergmann last with Mr. Dyer he asked me if I was prepared to make him a final proposition, but I told him that I had as yet no answer from you on this minute. I would therefore be much obliged if you would let me know what are your wishes and if I can make any arrangement on the lines I have suggested in my previous letters. I am of the opinion that there is a great interest to get this business out of his hands as he is doing more harm than good and it is a pity to see the way this business is

Doty came back to Paris yesterday and told me he was going back to New York to interest some other people in Bergmann's plant as he saw that he could not do anything with Lissan. On my part I do not see any reason of letting the plant go in other hands and with your permission I can make an arrangement with Bergmann to letes his plant

with option to purchase and run it more economically to supply the requirements in batteries over the part of Europe I have written you about.

- I have created quite an interest on the Edison Eattery and have several manufacturers who are going to go into the building of electric vehicles and we can expect to get a large business in Europe but it wants some time to get the cars out as everything has to be done, the battery traction being absolutely dead and it take a lot of work to revive it.
- I do not wish to bother you with a lot of details, but you can be sure that I am doing everything possible to promote the business. If you will have enough confidence in me hat me carry out my plans; I am sure that/she end you will be fully satisfied.
- I received to-day a letter from Mr. Meadowcroft of May 29th enclosing letter from Mr. Albanise and a pamphlet on sconcrete houses requesting as in your name to warn the people connected with Messrs-Harms & Small that they have no patents, and have only taken your ideas which you wished everybodsy will benefit of. I will take up this matter and do all in my power to carry out your instructions.

Hoping to be favored with your news.

I remain,

With best regards,

Yours sincerely,

June 20th, 1912.

Mr. Rdison,-

Russia needs a very large number of storage batteries for firing their submarine mines. They require 36 volts, Our Type B-2 Cell is large enough. Thirty Type B-2 C-11s would be actiofactory for such circuit.

They wish to make some tosts for this work, not to extend over six months. They wish me to lond them thirty Type N-8 Oclis for six months, at the end of which time, if the cells are satisfactory for their purpose, they will buy them and place a large order.

Fox very urgently recommends that we supply those cells for test. Do you object?

Hutch.

EDISON BUILDING

June 21, 1912.

Thomas A. Edison, Esq., Care Edison's Laboratory. Orange, N.J.

My Dear Edison:

I have been asked by some of my English friends to get information about the Beech storage battery car. Can you give me any information on the subject?

Yours truly

Laure Viere

Refer you priends to

Gwethen Monnals cedologies

who had come give full uponeateur

Sur Davide 5 (V) ζŀ

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EDISON MANUFACT/DRING CO.LTD

HE EDISON STORAGE BATTER

MILLESDE WOOD DE

1/Winter

Indon. N.W. 17th Dict.

H. F. Miller Esq., Laboratory of Thomas A. Edison, Orange, New Jersey, U.S.A.

Dear Sir.

With further reference to your letter of June lith, we wish to advise that full particulars in regard to Edison Storage Battery seales by Hr. J. F. Konnot at London and Paris were given by Mr. Crosslin's letter of the 15th inst. addressed to Hr. Frank L. byer.

showing the entire busines transacted from the commencement up to the 30th of June last. The particulars included the total amount of Storage Battery Cells shipped from Grange to London and Faris, the amount of sales made and of the June last. The particulars included the total amount of states made from Grange to London and Faris, the amount of sales made by Lr. J. F. Monnot the firm sales made by Lr. J. F. Monnot the firm sales made by Lr. J. F. Monnot the three mades of cells on consignment at London and Paris, the number of cells on consignment at London and Paris, the quantities returned and the present stock at London and Paris; in fact these statements will give a complete history of the Unwinness in all details.

We are now handing you herewith a statement showing the subsequent business up to the end of the End week in July, and from now on we will furnish a similar statement weekly, so that you will be able to follow the developments as closely as you desire.

During the fortnight ending July 13th no returns were made, so that none are indicated on the statement, but in future we shall indicate the cells returned from firm sale or consignments at the foot of each section, deducting

H. F. Miller Esq.,

.2.

these returns from the gross sales and leaving the nett quantities as totals for the week.

No doubt Mr. Frank L. Dyer will pass along to you the statements to which we have referred above, but should you desire further copies we shall be pleased to forward thes.

Yours truly,

NATIONAL PHONOGRAPH, CO. LTD.,

17.7.13.

Assistant General Manager

From July 1st., to week ending July 13th. 1912.

J.F. MONNOT.

Firm Sales, Londôn.

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July 1		13.	6								2.60		22.	10.	10.
					<u>or</u>	Cor	sign	ment	Par	<u>is</u> .					
June 30	,		5		72					.					
Returns		Nil													

August 1st. 1912.

52610

hr. Paul H. Gromelin,

Managing Director,

Edicon Famifacturing Co., Ltd.,

Willendon Junction, London, H. W., Eng.

Dear Sir:--

I have before me your letter without date addressed to ir. Eyer, together with statements attached; also in. Emgner's letter dated July 17th, addressed to me, all having reference to the London and Paris consignment stocks of Milson Stormee Esterios.

I'r. Dyer has saked as to communicate with you with referonce to this matter, and for your information would state that we have checked the chipments of betteries forwarded to London and Ports, and find, so for as shipments are concerned, that all agree with your statements as forwarded. I vould, however, refer you to sheet A. We find an error of L 259.6.0. in your footing, the correct amount should be L 7414.14.6 instead of L 7673.1.4. On sheet Z on error of (0.20 is made in footing the royalty; this amount should be 225.90 instead of (217.70.

After deducting the sales from the chipments made to London and Peris, to and including June 30th, 1912, and also taking in consideration the number of cells out on trial, we find that the combined stock shows a balance on hand of 204 B-2, 269 B-4, 120 B-6, 813 A-4, 236 A-6, 200 A-8, 25 A-6-M, 120 A-10 and 120 A-12 cells.

The combined sale amounts to \$5015.00, against which we have received remittance, in amount \$3968.50, leaving a balance due of \$1046.59.

52610-P. H. C. 2.

In my lotter of Imp 20th I saked you to give Aul details covering the number and type of onch coll, etc., which your remittences covered, and again brought this matter to your ettention in my letter dated Auly loth, but at this writing the information here not been received. Softer proper credit can be rendered to the consignment account for the material sold, we must have full savice in order that the exterial may be credited to your consignment account and charged to your current account any proper credit rendered covering remittences received to your current account.

Estation in the fact that your statement shows a substantial number of cells in stock of London and Twyle, in recent lettern received from ir. Domnot, he obvious that he is satisfy out of 3-2, 3-4 and A-6 cells. To have at the present time orders residing for the following intcrial:—

For chirent to London, 284 5-2, 100 3-4 and 220 5-6 colle
"""reris, 120 5-2, 120 5-4 and 120 5-6
""
To expect to chip to London 160 5-2 and 100 5-6 cells, next week,
and further chireconte to London and "eris will be made just as repidly as pos-

"e enclose herewith our entenant should; batteries shipped to London, solos ande from London and stock on head place shipments to Paris, soler made from Paris and stock on head; total sales from London and Toris, total amount of rantitionees received and belence due. "e have received the following remittenore syminate this county-want account:--

1my 20th, (2267.53 July 25th, 1700.97

a total of (3968,50, but no details accompanied either remittence. Fort of these remittence, we understand, covers eales made free Lordon prior to Er. homost taking over your stock, and part representing goods sold from consignment stock taking over your stock, and part representing goods sold from consignment stock taking over your stock up our statement with your books, scaling us the information desired in reference to remittances received,

52610-P. H. C. Z.

and would ask you to kindly forward further remittances promptly and also send us regular reports of all sales made at London and Paris, in order that we may be kept fully informed as to the conditions of stocks at Paris and London. Awatting your further favors, I beg to remain.

Very truly yours,

lenager, Foreign Department.

AG-ES-Enc.

B. SANGERON

Mr. Edison

eek ending Aug: 3rd 1912

Firm Sales, London.

Shipment Stoel Stoel Bate Bill B2 B4 B6 A4 A6 A8 A10 Al2 Cases Blty Miso. L S F

On Consignment, London.

Brought forward from July 27 17 36 6 170 2 78.70 519. 4. 7

Firm Sales, Paris.

Week ending Aug: 3 6 4 1.40 11.10. 1.

On Consignment, Paris.

Brought forward from July 27 5 72

E.J. LISMAN & CO DANKERS

MEADOW CROFT

Thos. A. Edicon, Esq.,

Warner War Callet

Dear Sir:-

I herewith hand you copy of letter received from our friends in Germany as to the test to which the batteries are to be submitted over there. I have not attempted to translate the letter, because I do not feel my knowledge of the technique of electricity is sufficient. No doubt you have in your employ a number of young Germans who could do this job very much better than I could.

Kindly let me have your suggestions as to what else the batteries should be tested for. All this is being done with a view of overcoming the old reputation the battery has acquired over there during the last few years, as turned out by Bergman.

I have asked Mr. Beach to talk to you again about the South American matter as I feel that the minimum you have put on for the third and fourth year will scare our English friends off. I would like to point out to you that while these people are not putting in much money, they are amongst the most influential people in South American affairs and can do more to spread the use of the batteries than anyone else you can think of. At the came time if we put on too much of a minimum they will shy off and I could not do anything at all. They are the people you really want and I think

T.A.E.-2-

therefore, it would be in your own interest if you would meet the eltuntion equarely. I mapersonally under the impression that you are over attimating the Both American arrivet, because nothing is manufactured down there, and all trucks, vehicles or other electrical appliances would all be imported from the United States or Europe.

Kindly let me hear from you on this, and oblige, Very truly yours,

wnologure.

Francis

P.S. My friends also send no a German trade journal containing a long article on the use of electricity in submarine boats and which treats amongst other things with your battery and winds up yaquely in favor of the lead batteries.

It is this sort of thins I have to combat on the other side and for which I want to get five batteries for testing purposes.

Presumably you will have these articles either translated or have some one inform you of the gist of them.

E.J. LISMAN & Co. BANKERS 1912 BO BROAD STREET

PHILADELPHIA HARTFORD BOSTON NEWYORKANA, 30, 1912.

Pr.R.H. Beach, President,

Pederal Storage Pattery Car Co., Silver Lake H.J.

Dear Sir:-

Herewith copy of letter sent to our friends abroad, which I would be very gird to have you shou to Hr.Bd son.

For your information, I herewith also send you cop, of letter which Mr.Edison wrote to me before I went abroad. I certainly felt I had six months in which to complete the organization. I cannot blame Mr. Edison for having made the deal with Mr. Monnot at a higher price, but I do think Monnot put this up, he more he feared I would get into the cituation and might get him out, because I could through my affiliations push the sale more rapidly. I think Mr. Monnot is bluffing when he cays he is going to par up \$100,000 within two months . I think hr.Edison built not to stand for that and if Mr. Mormot does not come forward with the real money by which the first of December, Fr. Edison, in fairness to us. pusht to tell him that hereafter his agency shall marely last until such time as Mr. Edison may choose to cut it off entirely, and I believe that after December 1st I will be read; to take the matter which I am now compelled to drop. un again.

2 Bholosures. Very truly ;

Turna

New York, Aug. 30, 1912.

(Copy)

J.A. Heelop Esq., Yaraguay Central Railway Co., Yaraguay Central Railway Co., New broad Street House, London E.C.

Dear Sir:-

I have not written you fully about the Maison situation, because Mr. Edison's ideas for South American rights to commence with were rother greater than I feared you would agree to. I saw Ir Edison again yesterday and finally get him to agree to the following: He will give the exclusive right to a company which will push the sale of his storage botterice in South America under the following conditions:

The individuals interested in the company and forming the directorate are to be men of influence, who can help the adoption of the battery for cars moving on rails, commituses, car lighting and for other purposes. To such a company he will give the exclusive right to push the sale of batteries for all other purposes in South America on the following terms and conditions:

The price of batteries for the purpose of using same in care moving on rails, is to be the net price, which is the price he receives here from the Pseah-Zaison Company for batteries used for similar purposes. The price of the batteries for all other purposes is to be the list price, less 20%.

While the right for all purposes, other than care moving on rails, is not an exclusive one, Er. Edison will agree not to build up an organization for the sale of batteries in South America, nor appoint agents for that purpose as long as the company purchases from him the minimum amount of batteries, hereinafter referred to. This minimum is to be during the

-2-

The contract is to be for fifteen years.

The average price of the batteries is \$13.50 for A.4- 150 omp capacity others in proportion.

In case it so desires in any one year, the company may instead of purchasing batteries pay a cash price equal to 10% of the list price of said batteria as a penalty, but still maintain its contract.

It takes about 100 A 6 cells to propel a cor, scating say 30 people, for a distance of 50 miles. The Chesopeake & Ohio R.R. recently bought a cor to seat about 60 people, which contained 200 A 8 cells. You will, therefore see that the minimum is very reasonable when the various purposes for which the batteries are available are considered.

The minimum above mentioned, applies to all batteries purchased, whether for tram care or anything else.

I would like to direct your attention to the fact that one of the great uses for the battery is for train lighting. A number of our large American railroad systems, like the Illinois Central, for instance, use nothing but the Edison battery for that purpose. The Pennsylvania R.R. and Union Pacific R.R. are just about entering into similar contracts.

The idison battery for large core weigh a ton less for each car than thelend battery, and you will realise how much this saves a railroad, when you remember that the average passenger carriage on steam railroads runs about 56,000 miles per camus.

-3-

For electric outomobiles, for motor purposes and for gasolene cars for lighting purposesm within a few years nothing class will be used but the Edison battery on account of reliability and permanency.

The uses for the battery are too numerous to mention.

hr Edison's reason for not desiring to give the exclusive right for purposes other than for care moving on raily is based on the following excellent reason: A great many orders come to him from export commission houses in New York, who ship goods all over the world, and if fir Edison attempted to say to these people that they would be allowed to ship goods to India, for instance but not to Ermsil, they would be very prone to say the order came from India and naturally this would lead to trouble and friction. However, as long as hir Edison agrees that his organization will not attempt to sell butteries in the South American market, you will be thoroughly protected.

Very truly yours, (Signed) F.J. Lismon.

E.J. LISMAN & CO. BANKERS Thod. A.Edison, Esq., Dear Mr. Edizon: -Referring to our conversation, I have asked Hr. Beach to go and see you and show you a copy of letter sent to our friends abroad concerning the South American business; also letter referring to the Honnot business. I mould have come over myself, but I shall be in Detroit, Chicago, etc. precticelly all of next week and I would in the meanwhile like to have your approval of the letter sent re South America. and appelled of the country of the c

F.J. LISMAN & CO. BANKERS

CHICAGO PHILADELPHIA HARTFORD BOSTON lice

30 BROAD STREET

NEWYORISept.21,1912.

Dear Mr.Edison: -

Referring to our conversation of the 18th inst., we would like to have you confirm the understanding, in accordance with which:

piret: If Mr.Monnot, whose action in coming forward to make you a proposition to take the European rights for the battery has been stimulated by our activity, should fail to make good on his proposition to put up \$100,000 in cash as a guarantee that he will buy a certain minimum amount of batteries aggregating 5,000 batteries per month, then we are to immediately have the right to exploit the storage battery abroad, and are to be given a reasonable time to form a company or the necessary organization for that ourcose.

Second: We understand you have given your arepresentative in Paris, Mr.Fox, instructions to take reveral batteries to the Government Testing Bureau at Charlottenburg, this being done at the suggestion of our representative in Germany, Mesers. Gebrudge Lismann, Goethe St. Frankfurt A.M., who will cooperate with us, with a view of forming a company to take over the Bergman interests. We understand Mr.Fox will receive instructions to report to these people the result of the investigation.

Third: We are at work on the readjustment of our contract with the Federal Storage Battery Company, which is Mr.Beach's company, with a view of financing a five our trial

T.A.E.-2-

train for both the Erie and Illinois Central Railways. It is understood that simultaneously with our agreeing to do this, you will give a contract to the Faderal Storage Battery Company, giving them the exclusive right to use the battery for care moving on rails for five years, with the agreement that after that period thay shall always be sure of getting the batteries at as low a price as sold to anyone slee for the same purpose.

Kindly confirm this and oblige,

Very truly yours,

Thos. A.Edison, Esq.,

Orange, N.J.

Frances

È J. Lisman & Co.

CHICAGO PHILADELPHIA HARTFORD BOSTON PROVIDENCE

Thos. A. Edison, Esq. .

Orange, N. J.

Dear Sir:-

We herewith hand you translation of letter received by us today from Germany, which explains itself.

We would thank you if you would give this matter prompt attention, because the writer expects to leave for Europe early next week.

F.J.L.

Eno.

Frankfurt A.M.,

Sept.11,1912.

Mesers.F.J.Lisman & Co.,

New York, N.Y.

Bear Sire;-

We are in receipt of your letter of the 30th wit, and note contents thereof with great interest. We have not heard yet from Mr. Sex but hope to do so scortly.

Have you had occasion to discuss with weight on the article which appeared in the magnetime called "Ghiffbung" as you did not refer to this in your letter for world are in like to direct your attention to the fact that they are artished are worthy of consideration and supportant paper and the subject discussed in a very serious and supposed in amount.

We would consider to quite largertant if Rr. Relean would examine the conclusions and their ducties and would earns to another came point for point. We would also like to discuss this matter with Ir. Fox, whose sources you have not given us. Kindly sand to came

Very truly yours,

F.J. Lisman & Co. bankers

30 BROAD STREET

PHILADELPHIA HARTFORD BOSTON NEWYORK 0ct.1,1912.

Dear Mr.Edison: -

Referring to the various conversations between us, as well as to your conversations with Mr. Beach, I wish to say that I am leaving for Europe tonight and that Mr. Beach expects to see you this afternoon and to send to the steamer by special delivery or messenger, a letter of introduction and also or instruction to Mr. Pox. in accordance with which he is to notify me or my agents of the results of the investigations on part of the German Government Testing Bureau concerning your battery.

I would also thank you if you would write me a letter acreeing that you will not deal with anybody for the Bergman eituation or that you will not allow Mr.Bergman to assign his rights to anybody but ourselves or nomines until April 1st,1913.

While I have a good deal of affection for your good self, this, however, is a business matter. I have been of considerable service to you in getting a good proposition from Mr.Monnot and getting left myself and I naturally do not want this to happen again in the Bergman case, and I do not think you would like to see it happen.

I have also acreed to finance Mr.Beach's experimental train for the Brie, and I think you ought in justice to Mr.Beach and ourselves give Mr.Beach promptly the contract promised to him T.A.B.-2-

last Spring, assuring him of the exclusive right to use your batteries for care moving on rails for the next five years and assuring him of being able to buy the battery at a fair price afterwards.

We have also furnished Mr. Beach with about \$150,000 for construction of care; we expect to give him \$100,000 more for the same purpose and in view of this large financial undertaking we think you ought to give this matter your immediate support and consideration.

Very troly yours;

Truman

Thos.A.Edison, Esq.,

Orange,N.J.

AS EVIDENCE OF THE EVERLENCE OF THESE CARS, MN FRISON HAS GIVEN TO US THE

FEDERAL STORAGE BATTERY CAR COMPAN

BEACH CARS

DISON STORAGE DA

EXPRESS. PREIGHT.
NITED STATES EXP., BLOOMFIELD, N. J. ERIE R. R., BILVER LAKE, N. J.

HEWARK, HEW JERREY LIN STREET, NEAR BELMONT AVENUE

AND WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE TELEPHONE: 2129 BRANCH BROOK 2742-3747

SILVER LAKE, NEW JERSEY

Oct. 3, 193

Mr. Thomas A. Edison, Orange, N. J.

My dear Mr. Edison:

Attached you will please find a letter which In. Lisman gave me on the first and which I did not give to you because it was too late in the afternoon to got the lotters of introduction anyway.

Will you kindly have the letters that Lismon wants made up and send them down to me and I will see that they are forwarded to him.

You understand what he wants about Bergmann. If you do not understand - what he really wants is that in the event that Bergmann fails to carry out his contract with you, that he, Limman, shall have an opportunity to take up Bergmann's contract and go shead with the business in the same territory that Bergmann is operating in.

In report to Mr. Homoot, Mr. Lieman bellowes that Monnot will not make good. I have no idea why be bellowes this. Forhaps it is "mho with is the father of the thought". In any event, he wants you to tall him that in case Monnot does fail down that you will let him go ahmed as he originally intended with the business in Europe, all the time as fer as the territory outside of Bergamm goes only for the railroad business.

In regard to the last two clauses of the letter, there is no talk it over.

I will see you whenever you wish to talk it over.

Yours very truly.

President.

RHB/GBW

Enclosures.

October 24, 1912.

Pessrs. Edinon, Stevens, Rachman and Lee:-

I have a letter from Mr. J. F. Connot, from which I extract as follows:

"I have had my manus full minos my return larve had the changis 1 purchased for the next Automobile law subtreet, as I had to make numerous transformations on them to get them in snape to belt the French bodies which is the only thing that seld over here, shooky likes the 'merican body.

"E have just sol a few new orders which will hend to new hundamen. I have sole a one-ton you to an electric comporation in angland, you can be not sold to be sold to be a sold to be sold to be a sold to be sold to be a sold to be s

"As we wented an inglish reference on the battery for the Creat wouthern hailway, my London Sales Manager wrote to one of our first customers - Mr. Heeter M. Morrison, brother of the aviator, who has purchased already from us six batterier, and here is him answer.

An you cake me what my experience has been with your buttery, which has been in use now for none cigit months, I can only any fact eight months, I can only any fact to the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of coll, whether you every success, of cell, whether you every success.

Yours truly,

Hector ". Morrison.

"The battery he has in used for house lighting, and I think that this is a pretty good reference.

"The only thing is, with all the celes I have made (within are for delivery in a short time) I cm going to be entirely out of stock, and I do not see that they are shipping our orders from Grange. I hope they will soon clear up tall as my back orders, as they are shipping they will soon clear up tall as my back orders, as they are unreally needed.

n. c. norcensell.

z ylin

102

Outober 25th, 1912.

Mr. Milson:

Confirming statement ands to you today in reference to the condition of the Townson and the towns and the towns and the towns and the towns and the towns and the towns are chipped to our Louden Office, and so the Townson towns towns and the towns that we better to from the most withdraws betterfor from the most well as the Townson of Time.

Condition, however, ore different in Taris. In our original arrangement with its Theoret we agreed to country the Laris steads to him and an calls are withdrawn from this Toris strain, TV. Thouset reports to our faults office on a work them wenttimes.

At the protect time we have a consignment stock of betteries on hand of immonstrated to expressive total Philosophy, and of Paris an approximate without of Philosophy. To mentione orders for a Philosophy for calls consistent to expressionably fits, 000,000, about held of which one to be easily to be one of the other half to Paris.

mollowing year instructions, " o'll armongs to forward the section which are not; utiling to tell, follow the stack way carefully stated a signature of the property." The security is stated a sufficient auchin of cells to week his requirements, the idea to ince the requirements, the idea to ince the regular property and the continuents stated down or low so reconfide.





Amongst the syndicate are the following: Those marked "Y"

would be directors of the commany.

lor. Pollett Hall (X) Chairmen Entre Rios R.R.Co., Bircotor Ct. Western of Brazil R.R.Co., Director Cordova Central Hy.Co., etc., etc.

I.A. Hodriguez, Vice-president Argentine R.R.Co., (owing or controlling governl thousand miles of line in Argentina) etc.,

V.Branford (X) Acting Chairman Paraguay Cent R.R.Co., Chairman Asuncion Tramway Ry.Lt. Power Co.,

C.F. (end). Director of the Argentine 1.8.00., Tutre Hios ...Co.

S. F. Hendl (X)

physical department of the Fational Discount Co.

r. Angus late languer of a Chilien Relivay Co.

J. (Heslop (X) Senior partner of Heslop & Hegg, South American Revehaute.

Director of the Bahia (Brazil) Cas Co., etc.

(1) Er. Edison to stipulate with all purchasers for export not to sell in South America.

(2) No minimum for first six months (or nine months?)

(3) A few batteries for demonstration purposes in South America.

(4) Could Edison recommend a young American engineer to go as the special agent of the company to South America.

+ talk framush

First year 400 A 6

Third # 9,600 Fourth #15,000

Fifth "20,000

In once in any one year they fall below the minimum they are to pay 10% of the price as a penalty so shy.

Price of batteries used in rail traction, list

edd for our lighting, nutomobiles and other purposes other than real traction, to be list with 20% discount. Insteries sold for any purpose to count in the minimum.

Edison General File Series 1912. Battery, Storage - Foreign - Bergmann, Sigmund (E-12-18)

This folder contains correspondence and other documents relating to the commercial development of Edison's alkaline storage battery in Germany and Austria-Hungary under the auspices of Sigmund Bergmann, head of the failing Deutsche Edison-Akkumulatoren-Co. in Berlin. Most of the correspondence is between Edison and Bergmann. Among the documents of 1912 are letters concerning the proposed sale of Bergmann's battery works and visits to the Berlin works by A. J. Doty of the Edison Storage Battery Co. and John F. Monnot, representative of the Edison company in Great Britain and parts of Europe. Some letters indicate Bergmann's relationship with stockholders, the Deutsche Bank, and competitors such as Allgemeine Elektricitäts-Gesellschaft and Siemens & Halske.

All of the documents have been selected except letters of transmittal, duplicates, and variant versions of selected items.

Thomas Edison Esq. Test Crange, N.J.

Dear Sir:-

Author Esq.
Craige, N.J.

I take the liberty in asking to have as a left have been ewith you in regards to your Sterage Battery.

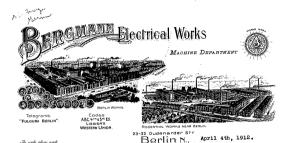
As I have been employed in your Plant at rests brane N.J. as a mechanic and I am well aware of the gact that this battery is the best existing I presume I have a very interest ing proposition in this manner.

On the twenty fourth day of this month I am leaving Newark, N.J. to accept a position as a Master Machanic in the tool room of The Westinghouse System Outo Works at Arat. Hungary, Europe.

I think that I see a posible way to introduce your Battery in Arat Hungary as I speak the language.

> In expectation of a favorable reply., I beg to remain.

Stefan Niedermozes



Mr. H. F. Miller, Secretary, Laboratory of Thomas A. Edison, Orange, N.J. - U.S.A.

Dear Sir:-

The septy please year Sk./EHR.

We are duly in receipt of your letter of March 12th, addressed to our Director General, Mr. Bergmann, in reference to a bill for \$262.50 for Mr. and Mrs. Rogers.

In connection with this we beg to state that the original bill was turned over to the Deutsche Edison Akkumulatoren Go. and the amount of sume was credited to Mr. Thomas A. Edison's account. Actual settlement has, however, not been made up to the present, but payment will be effected within the course of the next few days.

Yours very truly,

Secretary.

Ferm #19. %2

Cable Bergner Julyara, Berlin

Be careful about giving Okton on Battery. Especially Doty - and a Reliable party leaves soon for Berlin to negotials with yes

In Edwar

Deutsche Edison- Akkumulatoren-Company G. m. b. F.

Bank-Conto: Deutsche Bank, Berlin.

> Telegramm-Adresse: €disoncell.

Berlin D. den 15. April 12 Drantheimerstr. 35-38.

Fernsprech-Anschluss: Aml 2, No. 873.

Laboratory of Thomas A. E d i s o n .

A. B. C Code (4th u. 5th Edition)
and Lieber's Code used. Rff/Kl

Orange N.J. U.S.A.

The

Unter Bezugnahme auf Ihre mit Herrn Geheimrat S.Bergmam geführte Correspondenz teilen wir Ihnen mit, dass wir die Deutsche Bank Berlin beauftragt haben, Ihnen

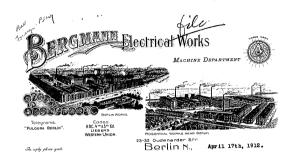
Doll. 262,50 in Check a/New-York

zu überweisen, welchen Betrag Sie zum Ausgleich Ihrer Rechnung vom 31. Dezember 1909 unter Anzeige an uns verwenden wollen.

> Hochachtungsvoll Destrica Edison-Akkumulalaren-Company

I beg to enclose curbon copies of a cable sent to Berlin, today.

Mile Mirham Jago



PERSONAL

Bnn/EMR.

Mr. Thomas A. Edison, Liewellyn Park, Orange, M.J. U.S.A.

My dear Edison:- I have to-day telegraphed you

"Doty arrives Berlin twentyseventh what proposition can your party make. Mommet inspected plant favorably impressed. Wire"

and in connection therewith would state that I have just received a cable from Doty advising that he will arrive here on the 27th.

I trust, however, that will see your way clear to make us a proposition to take this off our hands and I will endeavor to keep bety waiting until I have word from you. I am willing to sell this plant even at a great loss.

As you will doubtless have heard, I have had my hands full during the last three or four months. The banks here have simply refused to give us a superior of the expected to give us any would be forthcoming from the charge, as has been the case in the past, but were sadly mistaken.

Rathenau and Siemens instigated systematic intrigues against me at the banks, seeing that they could not accident so far as technic, construction and man of the standard and and the banks, he religious that it siemens and A.F.O. over to my antagonists.

BERGMANN ELECTRICAL WORKS (MACHINE DEPARTMENT).

Mr. Thomas A. Edison.

4/17/12.

Over here that the prices were simply rotten. Well, my competitors, who have been milling the cores for the last twenty years and who are in manyinstances their own customers, besides having big reserves, could maturally stand this much better than we could.

- 2 -

To make a long story short, I want to say that a desparate fight followed and while our dividends will be reduced considerably, I have been successful in a ring our capital increased, and thus can keep my works going.

We have made a definite arrangement with the Siemans concern to work hand in hand with them and I as antisfied that this work hand in hand with them and I as antisdied the state of the state of the state of the state of the state of the state of the state of the state of the Sieners, so far as regulating the prices and turnover is comcerned.

I am relieved to be able to say that I am over the hill now and sailing in quiet waters again and should never like to experience such a hard struggle again in my life.

in this battery trouble, it will be supersisted in this battery trouble, it will be supersisted more now than ever before, as this is supersisted more now than ever before, as this is many years. They simply accuse me of wrindling then absolutely and having induced them to put money into the bettery business under false pretenses.

You know, as well as I do, that this is not a fact, as I have myself invested over \$300,000.-- cash in the battery plant.

great headway with the battery in America and that you are making extended your works considerably. For your own sake, I am glad that you are coming out All Right.

With best wishes, I am

Yours sincerely,

Legimin



1 NY N 22 Collect 47 cts

CB New York Apl 17-12 Thos A Edison Orange NJ. LCD Edison New York, Doty arrives berlin twenty seventh what proposition can your party make monnot inspected plant favorable impressed wire.

Bergman Berlin

844 AM

Cable lowest prices you will take net will see what can do will keep it

	POSTAL TELEGRAPH - COMMERCIAL CABLES
COUNTER No.	CABLEGRAM.
The Postal Teles	graph-Cable Company (Incorporated) transmits and delivers this cablegram subject to the terms and conditions printed on the back of this blank
10-166	DESIGN PATENT NO. 40020

Send the following Cablegram, without repenting, subject to the terms and conditions printed on the back hereof, which are hereby agreed to.

HER YORK APRIL 17 1912

191

To REPORT NUMBER

PENGLAVI YOU TABICADAS HET SCHARLAGH SHAT DESCUIDO KAROOK CONFIDENTIAL EDISON

TRANSLATION TELESHAPH LOWEST POSSIBLE PRICES YOU WILL TAKE HET I WILL SEE WHAT I CAN DO I WILL KEEP CONFIDENTIAL EDISON

The sender will please read the conditions on back and sign name and address thereon for reference.

THE POSTAL COMPANYS SYSTEM REACHES ALL IMPORTANT POINTS IN THE UNITED STATES AND BRITISH AMERICA, AND VIA COMMERCIAL CABLES, ALL THE WORLD.

6. Broken

April 18, 1912

Mr. Harry Hiller:

I hand you herewith original cable

from Lorgusn addressed to Erison Her York, and in accordance with your instructions we have called to Boggman at Lerlin as follows:

"Cable lowest price you will take net. Will see what I can do. Will keep it confidential.

(Jymod) Edison"

2



COMMERCIAL CABLES

209 Main St., Orange, N. J.

TELEGRAM

6 NY N 16 Collect CBNew York Apl 18-12

Thos A Edison Grange NJ.

LCD Edison NY. Do you want price including ground building

and powerplant wire .

Berlin

Bergmann

943 A

Calle , Postal , aprie 18/12

Bergmann Julgura.

Berlin,

give price without building or power plant, also price for rights buildings or machinery only, no

Soul apric 18/14

Chese price for rights could no Guildings or heachers

BS Cable

Berein via n. 4.

apr. 22-1912

JRos. a. Edison -

Wiee take for manufacturing

plant, including all markinery and tools, a tock + material, chemical plant and rights, but

without building and power plant - two Rundred

nixty thousand doceans.

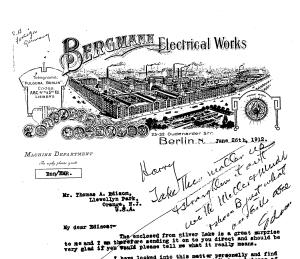
pique

" Bergmann"

ed in Portoe. 10.45 a.m. Hulin Recon

cold Bring

Bergmann - Fulgura Believe party sails Mary Elevan will inform you later, fooks very faverable.



My dear Edisont The enclosed from Silver lake is a great surprise to me and I am therefore sending it on to you direct and should be very glad if you would please tell me what it really means.

t have looked into this matter personally and find at the Deutsche Edison Co. owes the Chamical Works a belance of 800cm, 70% will recollect that when you were here last yell and to assist the Batson Co. here as much as possible and grant then the necessary credit. Therefore it seems to me that this better must have been written without your knowledge.

Awaiting your reply, I am Yours sincerely,

1 Orig. Mote.

From Dm/ENR.
Bergmann Electrical Works, Dept. M., Berlin.

Enclosure to our letter of June 26,1912
Mr. Thomas a. Edicari
Drang. N. Y.

EDISON CHEMICAL WORKS

THOMAN A. EDINON, PRESIDENT PRANK L. DVER, VICE-PROSERV H. P. MILLER, PROCESSES AND TREASURES TELLIPHINE, HIGH BRANCH BRIDGE TELLIPHINE ADDRESS, VIA NEWARE, N. J. EXPERIS ADDRESS, WELLS PARCO, HERRIS

SILVER LAKE N.J. June 14 1912.

Deutsche Edison Akkumulatorem Co.

Berlin, Germany.

Centlemen: -

. Fer instructions of Mr.Edison we regret to inform you that we cannot fill the balance of your order for Iron Mix until your account with us is settled.

We trust you can make full payment at once.

Yours truly,

JVW/JRH.

FDISON CHEMICAL WORKS.

STATEMENT

EDISON STORAGE BATTERY CO. ORANGE, N. J.

Dictache Edison Lakumelston &

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STAT, E, MENT EDISON STORAGE BATTERY CO. ORANGE, N. J.

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FORM 2013-2M. 5-9-12		
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Berlin
Thos. a. Edison
Can you ship at once
tubes and bron mix we are
in a great hurry for.
Edison all

august 6/12 Via. Postal Eligrafel + colle Co.

August 14th 1912.

Mr. Harry Miller:

Referring to order \$1648 of the Bentache Edison Akkumulatoren Oo., dated June 17th, for 100,000 right and 100,000 left, we can begin to make shipment of these tubes September 18th

50,000 on September 1st, and 50,000 additional each fifteen days.

AM..REP

Cable Burger and
LUIC ohep legt first
fetty Manner of Same amount
Down for team of the angle

B.S. egument 3.

August 16th, 1912.

Mr. Harry Miller:

In accordance with your instructions we are cabling today to Edison Cell, Eerlin, se follows:

"Will ship September let 50,000 and same amount every fifteen days thereafter".

PARTIES OF THE PROPERTY OF THE

In copy please quote

Bnn/EMR.

23-32 Oudenarder St

Berlin N., August 29th, 1912.

Hum

Mr. Thomas Á. Edison, Llewellyn Park, Orange, N.J. U. S. A.

My dear Edison:

sonal letter and I note that the Maion Steage Rattery Co. has credited the Dautache Edison Co. for \$5200.--. Turkner, we are the Maion Co. for Special Part of the Maion Co. for Special Part of Maion Co. f

I have not heard anything further from Mr. Lissann since his last call here. Has he conferred with you concerning his plans ? Please let me know what his intentions are and whether there is any prospect of his scheme being realized ? I understand that Mr. Monnot has been over to see you and should eateen it a special favor if you would keep me informed in regard to any changes which take place relative to your storage battery business in Europe

With very best wishes.

ours sincerely,

New York, September, 5th, 1912.

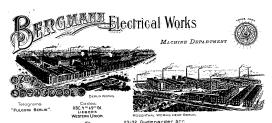
MR STEVENS:-

I beg to enclose, herewith, a cable from Berlin, reading:

SENDERLEF Have you shapped PROMISED IRONISE HEALTHY Hurry forward all you possibly can, lauch wented here TALCHUI Tolograph us EDISCHCELL

J Miller

to Filmelow



In uply place quele

Bnn/EMR.

Borlin N. September 9th, 1912.

If no alexantion Cable Convent

Mr. Thomas A. Edison,
Llewellyn Park, Orange, N.J.
U. S. A.

My dear Edison:-Owing to the continual and never-ceasing losses incurred in connection with the Deutsche Edison Company, the Board of Directors and the Banks interested have decided to convene a general meeting of the shareholders at

4:00 P.M. on Tuesday, September 24th,

with a view to proposing that the capital of this company be reduced by one-half, with the object of eliminating the losses the Battery Company has had up to the present, which meeting you are hereby formally invited to attand.

In accordance with the terms of the agreement, dated from work of the agreement, dated if you would give your consent that the nominal capital of the Deutsche Edison Company, amounting to 3,000;000-Marks, of which 85% has been paid up-schuld be reduced to 1,500,000. Marks, of which selfs has been paid up-schuld be reduced to 1,500,000. Marks, of which selfs has been paid up-schuld be reduced to 1,500,000. Marks, of which with the self paid to order that this may reach us in time for the General Meeting, which, as I have said before, takes place on the 24th inst., kindly do so by WIRE.

With best regards

Yours very truly,

Ke_gis pereol.

Mew York, September 12, 1912.

UR STEVENS:-

Enclosed, herewith, we beg to hand you a cable from Berlin, reading:

ACSIGNAL Floars cand an enswer to our telegram of MEEFISCH September 5th EDISCHOOL

ow army

Sept. 13/1912.

Mr. H. Miller:-

In accordance with your instructions we have cabled Edisoncell,

Berlin, as follows:

"Shipped 50000 tubes September 6th. will ship 500 pounds ironmix each week

MVTARE ASLANARIA

PHF/CRR
PILE BERLIN OFFICE.

Form 57 6-15-12 Imm.

THOMAS A. EDISON, Incorporated

September 19, 1912.

S. Borgmann, Esq., 0/o Borgmann Electrical Works, 23-32 Oundonardorstr., Borlin, Garmany.

Dear Mr. Bergmann:

Your lotter of the 9th inst. to Mr. Edicon has been referred to me and he has saked me to cable you his consent to the reduction in the capital stock of the Doutsche Edison Company provided that I saw no objection to this being done. As I do not see any objection to the reduction in the capital, I have cabled you to-day as follows:

"Answering yours minth instant, consent reduction capital to one million five hundred thousand Marks." Edison."

Yours very truly.

PLD/IWW

124

Leggino are

Deutsche

- Edison- Akkumulatoren-Company

G. m. b. F.

Bank-Conto: Deutsche Bank, Berlin.

Telegramm-Adresse: Edisoncell. 10|5

Fernsprech-Anschluss: Ami 2, No. 873.

A. B. C Code (4th u 5th Edition) and Lieber's Code used. Bnn/BiR Fineshreiben - Registered

Drontheimerstr. 35-38.

Berlin D. den Sept. 26th, 1912

Mr. Thomas A. Edison, Llewellyn Park, Orange, H.J.- U.S.A.

My dear Edison:-

My dear Edison!— are here previously notified you, our descral Stockholders' Heating soch place as headey, Suprisher 24th seadand the conclusion was reached that we are not in a position to accept the large orders which the Frussian State Relivacy have promised us in connection with sultiple unit cars. The State subnorties are porfectly satisfied that the Edison Sattery should be given a fair trial and hence, they are willing to peas us an name of the control of th

The prospects of our receiving contracts for batteries for train-lighting purposes are also vary fewrable. This scheme of train-lighting has been universeally adoptes and at the present the lead batteries are used exclusively in this field. Furthermore he elect the lead battery people are very keen and uning the section of the lead battery people are very keen and uning the section of the lead battery people are very keen and uning the section of the lead battery people are very keen and uning the section of the lead

Now you will realise that if we accopt these orders from the Government it will necessitate fresh capital, but this the Deutsche Bank has refused absolutely. With the exception of gwelf, the Deutsche Bank is the largest stockholders, so that accept the Government contracts and will be forced to either sell out, or shut down the whole plant.

Considering all the hard work end worry of these long years, I homestly believe that this business ought not be paratted to end so westeddy. What has become of Kr. Limman's proposition 7 Can he not make us some offer on the prices and estimates we submitted ?

Mr. Thomas A. Edison.

9. 26. 1912.

If a new company should be formed by Mr. Lisman and At a new company should be formed by Mr. Lisman and yourself, I saw willing, provided the conditions are acceptable, to take an interest in same, in order to demonstrate to you that in spite of the shortcomings and failures, I have not completely lost faith.

suade the Bank to vote in favor of a capital increase, so that we would be in a position to execute the Government contracts, but they all come idered it am absolutely hopeless case and the only thing I gained was a six weeks ultimatum to decide whether it would be possible to sell out, or whether the company would have to be liquidated and the plant shut down. I advised them at the time that it was my desire to communicate with you before deciding one way or another.

For your information, I want to point out that the Bdison bettery is the only competitor of the lead bettery on this side and if the Edison bettery would be discontinued here, it would create a perfect sompoly for the lead bettery people. I also have very reliable information to the effect that the Lead Battery People are trying to perfect an alkaline accumulator and are still conducting experiments with same.

Please telegraph me immediately on receipt of this letter what can be done and follow it up by a letter. This matter is of the greatest importance and as I have stated above, we will have to decide one way or another an about the 31st of October - six weeks from date.

Awaiting your reply with great interest, I am, with best regards. Yaura sincerely.

droman left for Eurape last week you will hear from him, a tead. people trying perfect alkaline

ER STEVENS:-

We beg to enclose, herewith, n cable from Berlin, reading:

QUENCHED Please telegraph approximate quantity

IRON MIX

SHIPPED EDISOUCILL

Ho. of Hallon Jack of the land

Harris James

Sept. 27-1912.

In accordance with your request, we are cabling Edisoncell,

Berlin, as follows:-

"Beginning September 13th have shipped 1500 lbs."

(Signed) Edison.

AG () MEdison There orders from (4)-C"
CEILS to be sefected from a
quantity + formed to maximum Enpacity. Capped to Fox and by six up by him on the harry Re German Bort. Fating Remain ar Charlottenburg. orders, and To carry out your pringral to de min Chemican has been metifica accidingly suy notes med to made Hulon Oct 7/12.

ms gum

October 7, 1912.

Er. H. F. Hiller, Laboratory;

In accordance with your instructions we are sending the

following deferred cable to Fulgura, Berlin;-

"Lisman left for Europe last work. You will hear from him. Lead people trying perfect Alkaline is very complimentary. They see what the bank cannot. Abitple unit battery this here great success. Suggest you have banks representative here investigate. Edisor".

v. Stoprohe.

MAE.

New York, October 16th, 1912.

br Strvens:-

We beg to enclose, herewith, a cable from Berlin, reading:

SEGMENTER To have sattled ACCOUNT BY SENDING

ROUXINGL 2600 DOLLARS

SECADERO Sond at enrisest opportunity ORDERED TUBES EDISONCELL

DISCHGELL

J Millor

H. J. Magan

(Cot. 17/12

Mr. H. F. Miller, Laboratory

Kindly send cable to the Deutsche-Edison Akkumulatoren Company, as follows:

"Will make shipment of 50,000 tubes on the next boat sailing about the 22nd instant. Cannot make deliveries prompter than 15 days".

AM/AL

AS EVIDENCE OF THE EXCELLENCE OF 3749-3747 SILVER LAKE, NEW JERSEY crago Battery Co., MEADON C Tend (... all for the control of the Edison Storage Battery Co., Orange, N. J. Gentlemen: Zentralbank-Aktien-Gessellschaft, Eudapest, Austria, with copy of our reply which explains itself. Sales Manager. s/L May that the quelum Co redding to Contract Groung and Decentract Groung and but for all lice sent of Europe and durant Mound 2 enclos.

[ATTACHMENT/ENCLOSURE]

Lokomotivführer-Landes-Zentralbank-Aktien-Gesellschaft

gegründel am 30. September 1911 mit K. 250.000 Kapilid zwecks Errichtung von Einfamiltenhäuser-Gruppen für Lokomotivführer und sonstige Angestellte ungerischer Eisenbahnen.

Pröjester I Projessor Alexander Söpkéz, Mitplied des urgerichen Reichitages. Projessor Kornel von Zelovich, Diesker-Stelberierer der Kataja, unsmitten Statisberren.

Koloman Gálos, Direktor des Zentel-Fahrkerten-Stros der Köriel, unterischen Steabbelmen.

Direktion: Joseph Birkmäyer, iros der Printdeel des Rokkhoverbendes ungantelse Vice-Potatéent:

Dr. Baron Michael Láng,

Mitglied des ungarischen Reichsteges,

Dr. Julius Komflösi,

Rochtsmatt des Reichsterbandes
ungarischer Lokenschrichter.

General-Direktor: Alexander Barrelli.

Printed des Aujachteutes:
Oberinspektor Dr. Nikolaus von Hollân,
Abteluez-Clef der K. K. mts. Kanhas-Oderbesser Einelakts.

Königl. Rai Moritz Breuer, Drektor der K. K. pris, Seilsatis-Gesellschaft,

BUDAPEST, E floateded to 3rd September 1912

The Federal Storage Battory Car Company,

Orange, H. J. U. S. A.

Dear Sirs,

Your address was given to our Mr. Joseph Baneth by Mr. F.K.Dolbeer Sales Manager of the Edison Phonograph Dept.whom he inquired for information re the Edison light storage battery. We now take the liberty in requesting you, kindly to let us know all the advantages of the Edison Light storage battery compared with the other light batteries already on the market, also lowest export prices, with a view of doing business as your Sole Agents for Austria - Huncary.

The president of our organization is Alexander Supkés, Member of Parliament, Professor at the Budapest University for Technical Sciences, lecturing on Electricity, former Chief-Commissioner of the Government for all the Railway Companies of the Country, who takes a great interest in Mr. Raisons inventions touching electricity. Our vice-president is Doctor Baron Michael Lang Member of Parliament, for high official of the Ministery for Pinence. Besides these two Gentlement of great influence, we have on our Board of Birectors represented the official delegates of the Royal State Railway and the two most prominent private Railway Companies of the Empire, i.e. The Kasaku Oderberger Bahn and The Sidbelm.

Our organisation is controlled and supported by the Government because our members are all the Locemotive Engineers of the Country, without experience. P. t.

[ATTACHMENT/ENCLOSURE]

Boing thus excellently connected with all the Railway Companies and the other governmental institutions throughout the Empire, who are acknowledged to be the greatest buyers of storage batteries, we dare say, that we are abla to do the best business possible for row, should terms and conditions be suitable.

Amatting the favor of an early reply, we beg to remain,

Yours truly, Alexander Baneth Managing Director

[ATTACHMENT/ENCLOSURE]

November 1, 1912.

Nr. Alexander Bansth, kanager Director, lokenctivinhrer-landes-Centralbank-Akhien-Gesellschaft, Endapost, Austria. Val. Ellenbethring 50.

Contlonen:

Your kind favor of September 3rd we have referred to Edison Storage *
Estery Oh., sa we have no relation with them ercopt in the use of their battery
in railway cars. The will give your letter due attention.

under separate cover we are senting wat a set of literature describing Beach Cars equipped with Edison batteries.

Yours very truly,

LoRo- Soutt

Cales Manager.

-/-



Mr. Themas A. Edison, Orange, N.J.- U.S.A.

Wy dear Edison: -

After a lot of hard work, we have been successful in inducing the Prussian State Railway Authorities to equip three accumulator carafor heavy traction, which are being built by the Bergmann Electrical Works with Edison cells.

The order has now been offered to the Deutsche Edison Akkumulatoren Co. and comprises a battery of 360 celle, type A 12, for each car, i. e. a tota of 1080 cells for all three cars. The prices are standard list prices with 20% discount - our list prices are identical with yours - .

The Authorities propose to purchase these batteries outright on the condition that the batteries are maintained for a period of 10 years at a charge of 13 Pfg. per car kilometre. In our estimation it will be necessary to

BERGMANN ELECTRICAL WORKS (MACHINE DEPARTMENT).

Mr. Thomas A. Edison

11.1.1912.

renew the cells after 5 - 6 years' service. This means that the Deutsche Edison Company or whoever supplies the batteries will have to undertake a guarantee for the capacity of the cells for a term of five years; after the expiration of this period the batteries must still have an output corresponding to 80% of the guaranteed capacity.

The normal discharge current will be 110 amps. and the cars will each have to operate for a distance of 50,000 kilometres per annum.

The maintenance will be carried out under constant and most severe supervision.

On account of the existing state of affairs, the Deutsche Edison Akkumulatoren Co, cannot effectuate this order, and I would, therefore, ask you to cable me immediately on receipt of this, whether you are willing to execute this order and which guarantees you are prepared to undertake.

This matter is of the greatest importance and I should be obliged if you would give it your urgent consideration.

Yours very truly, Vergmonne.

am forty Eurge Cars for steam roads behind my orders without quarantee. and at list price Dont ever to Bredesian Experient let them buy for Railway order one car and try it out

p. Soverige

Nov. 15th, 12.

Mr. Harry Miller:-

In accordance with your request, we have today cabled Bergmann

at Berlin as follows:-

"An forty large ours for steam road behind my orders, without guarantee, and at list price if Government wants to experiment let them buy one car and try it out.

Signed EDISON.

Walter Stevens

FHF/JAC.

ME:

Herristh my letter to
Brigmann, which was written
after conference with you, and
copy of which was sewryon
for your files.

June copy with rather the.

June original was when
mailed.

Note Brigginghous reply
thinks fourty rather of any 10, 1911.

Hoter maked purgraph on
Seend sheet of my 12tter.

Cuble All first order ships the to second order goes Dec accest

EDISON STORAGE BATTERY CO.

In re Bookkeeping

We beg to advise, hereby, that we have commissioned the German

(Doutsche) Benk, Borlin, to remit you, per choque on N.Y. \$3972.00, which you may apply n settlement of your statements of the 7th and 22nd of October,

Please advise us as receipt, and oblige,

Mh Miller Will you repl.

Mortedier Mr Bachquen Says The for 200,...
Shipments on Bergmans order of June 17th for 200,...

- as follows Sept. 6 - 50,000

Oct. 7 - 50,000

" 22 - 50,000

Shipment frommes every 15 days above averages every 23 days.

Bergman order of Sept. 13th for 200,000 tudes none shipped yet - First shipment of 50,000 good Dec. 13th Can make a shipment of 25000 the 9th int

11.7.M

Edison General File Series 1912. Battery, Storage - Foreign - Japan (E-12-19)

This folder contains correspondence relating to the commercial development of Edison's alkaline setrage battery in Japan and other parts of Asia. Most of the material pertains to the appointment of E. H. Hunter & Co. as the sole agents for Edison's storage battery in Japan, Rorea, Formosa, and Manchuira. Also included is a letter by Everett W. Frazar concerning the potential in Japan for Edison's business in storage batteries, cement products, and phonographs.

All of the documents have been selected except letters of transmittal and duplicates.



in Hew York last month, I beg well that it recentled while from the Last month, I beg well to fin years agree and the return to Japan and the state of the return to Japan and the state of the control of the state of the return to the return to the return the retur

Pirst as regards the STORAGE BATTMY. While nothing some to have been done in this line whatever as far? yet I think the time has arrived and the state of a far? yet I think the time has arrived or versation as the very large mentioned to you during the or the state of the state

* with the Exception of the Brack Con ordered.

light to the Japanese.

BEACH ELECTRIC CAR. This subject also is very interesting, and I believe there is a future. At present I am taking it up with the chiefe of some of the large transmay companies in the principal cities.

-2-

PHONOGRAPH. I would greatly appreciate any information which you can give me respecting your improved form of records and machines. The may porhaps remember my father brought out some of the first of your phonographs to Japan some twenty yours ago, and since then we have been interested in importing yearious type of phonographic apparatus. There is a big field in Japan and I would be glad to learn from you how you view it and what you have done so far.

Owing to the Japanese employing filmsy wood houses, the loss by fire each year is employing filmsy wood houses, the loss by fire each year is encourage. If other houses and finiture can be made of cement, a great opportunity exists, and one which I think you will do well to estay.

With very kind regards, believe me,

Yours very sincerely,

E. W. Tragar

We are in receipt of a letter from our New York Agents
Messrs. C. Tennant Sons & Co. in which they give us an ascerpt from
your letter dated July lat. 1912, from which we note you cannot
grant us the sole agency for your cells for Japan, glying as a
reason the increasing number of enquiries you are receiving from
this territory.

From what you write in your letter you cannot be aware of the amount of ploneer work we have done on behalf of your battery, both as a means of propulsion for vehicles and for train lighting. We have as you know imported one sample cell for demonstration purposes and 110 cells through the Federal Storage Battery Car Ocentirely at our own expense in order to demonstrate the advantages of this battery. We have interviewed Ratiway officials, Universities, Technical Schools and Electric Trammay Companies, and have already spent over Gold \$10,000.00 in advertising to some advantage as your letters shows where you state "as indicated by the large number of inquiries and increased business received from there".

Page 2.

The Edison-Beach Car has now arrived and on the 24th ultimo we had a trial run on The Kobe Electric Railway Co's lines running between Kobe and Hiogo. During this run we arranged for several of the Imperial Government Railway's officials to be present in order to shew them for themselves the advantages to be gained by utilising these cars and batteries. For your guidance we enclose herewith photographs which were taken prior to the trial run. In the car is seated, among other officials, Mr. Hasegawa, the Superintendent and Chief Engineer of The Imperial Government Railways Western Division. On the outward journey some officials from The Municipality and Post Office as well as the Chief of Police accompanied us and the whole method of operation was minutely explained to them.

We are at present issuing invitations to all the newspapers as well as about three hundred Engineers and Officials whom we consider are directly interested in such an undertaking to a demonstration run and banquet. All this we need hardly mention will tend to increase considerably the amount we have already expended in an attempt to develop this agency and make a success of your batteries and Beach Cars &c.

To recoup ourselves for this outlay we expected to receive your sole agency or at least a substantial covering commission for say a period of three years during the greater part of which time we snall have to take orders at practically cost to thoroughly advertise your battery for purposes other than traction.

For railroad and street car work we are preparing a set of price lists in conjunction with the Federal Storage Battery Car Co's cars, which will be useless if any merchant can import your cells, because the complete car will be made in Japan, only the cells

Page 3.

being imported, and as they will be used on machines unsuited for the purpose your cells will we will realise get very soon a bad reputation.

We should not be in a position to guarantee any given amount of business at present, but in say a year or so we should be able to judge of the desand.

We trust that you will reconsider your decision and if you will not consider granting us your exclusive agency we should like you at least to allow us such a covering commission as will enable us to continue our present system of advertising and recoup us at any rate for some of the money already spent on the exploitation and development of Beach care and Edison Batteries.

Awaiting the favour of an early reply,

We are, Dear Sirs,

Yours faithfully,

AS EVIDENCE OF THE EXCLUSIVE USE OF THESE CARS, MR. EDISON HAS BIVEN TO US THE

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

STORAGE BATTERIES

EXPRESS:

FREIGHT: ERIE R. R., BILVER LAKE, N. J.

TELEGRAPHI NEWARK, NEW JERSEY CABLE:

GENERAL OFFICE AND WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE TELEPHONE: 3193-988AMCH BROOK 0140-0147

SILVER LAKE, NEW JERSEY

October ASIRIVE Cot of au

Er. Harry Eiller, Secretary, Edison Imbratories, Orange, T. J.

My dear Mr. Miller:

cleare as ever defined

August 8th of the E. H. Hunter Company with Mr. Miscout within the last few days and Mr. Edison stated that he would reply directly to these people.

I enclose copy of their letter with our reply of even date for your reference.

Yours very truly,

s/L

Monglett Salos Pregor.

2 enclos.

that they were working the territory in Everything Except government work section coveres the weeks with was over the weather of the Mel capett with the Mel capett with the Mel capett with the former of the mes well of the medical
AS EVIDENCE OF THE EXCELLENCE OF THESE CARS. MR. EDISON HAS GIVEN TO US THE RIGHT TO THE EXCLUSIVE USE OF HIS STORAGE BATTERY FOR TRACTION PURPOSES

FEDERAL STORAGE BATTERY CAR COMPANY

BEACH CARS

EDISON STORAGE BATTERIES

EXPRESS

FREIGHT: ERIE R. R., BILVER LAKE, N. J. TELEGRAPH:

CARLE

GENERAL OFFICE AND WORKS: FRANKLIN STREET, NEAR BELMONT AVENUE

SILVER LAKE, NEW JERSEY

Oct. 3, 1912.

Mr. Thomas A. Edison, Orange, N. J.

My dear Mr. Edison:

Attached please find letter from Hunter & Co. This has been hanging fire quite a long time and I meant to see you about it before.

The struction is - that C. Temmant Sons & Co. are agents in this country for limster & Co. or Jagan. We have done our relationse with C. Temmant Sons & Co., and at the time we appointed Hunter & Co. our agents I talked it over with you and you said grow soid give them your agency for the bettery in Japan. They have taken hold of the business acmostly and have bought a car and have it in operation in Kidot. They are a large and responsible house and as far as I have been able to find out seem to fill the bill. They no wear a large large man and the second of the control

Yours truly.

President.

RHB/GBW

Enclosure.

October 3, 1912

Mosere. E. H. Hunter & Co., Okasa, Tokio, Japan.

Contlemon:

Replying to yours of the left, the letter from your principals to be self-one of legist 6th has been discussed between he beach and he. Bileon will reply discoult through . I regret very much that there was any doing, but we have been exceedingly rashed with the three can trial demonstration, details of which I will could you in a day or 60, and he. Bileon has been particularly heavy for the past several weeks on once important experiments.

Yours very truly.

B/1

ales Hanseer

OSAŘA, KOBE, TOKIO AIZURU, KURE, YOKOSUKA ------IADAN

100 WILLIAM STREET

ALLE MANCHIDIA

Mw 11/4

Wr. H. F. Miller, Secretary to Mr. Thomas A. Edison,

Miller, Secretary to August That for last Thousand A. Edison, Edison Laboratory, regist a day that I will show that I will some for the state of the secretary to come for the secretary to lake

up the battary que strong

Dear Sirs:-

We beg to refer you to our letter of october 3rd and to a letter addressed to the Edison Storage Battery Company by our Principals, as above, unger sate of August 5th. In further connection with the matter referred to we are enclosing herewith photographs of the car referred to as well as some reports, which have been inserted in the native newspapers in Japan.

We trust that within the next few mays youtmay have an opportunity of meauring enough of Mr. Edison's time to go definitely into the matter referred to, and that the same may have from him the consideration we feel it deserves.

Thanking you in anticipation, for your efforts in our behalf, we are

Yours very truly,

As Agents for Messrs E. H. Hunter & Co.

Dec. 6th, 1912.

Messrs. E. H. Hunter & Co., Honden. Osaka, Japan.

Gentlemen: -

Referring to the correspondence I have had with you in regard to granting to you the sole agoncy for the sale of the Saleon Storage hettery in Japan allow me to confirm the convorantion I had on the 4th instant with Hr. C. J. Kentler, the representative of your New York Agency in regard thereto.

consider any contract arrangement to the up the territory for any specific period of time, but that I am willing to allow you to act as the sole agents for the sole of the Eddson Storage Battery in Johan, moreta results, and Mancharit as long that they that you are actively more than the sole of the sole I told Mr. Kentler that I would not

If it is found that you are not working the territory satisfactorily, I reserve to myself the right to torminate this arrangement at any time by giving you six months notice in writing to that effect. On the other hand, you are to be at liberty to bring the arrangement to an end by similar notice.

It is understood that this arrangement includes the right of sale of the Edison Storage Battery for all uses except for Submarine Boats, which last named right I reserve to myself.

If the arrangement outlined in this letter is satisfactory to you, please send me your written acceptance thereof.

Yours very truly,

Edison General File Series 1912. Birthday Celebration (E-12-20)

This folder contains correspondence and other documents pertaining to adinner party and reception in honor of Edison's sixty-fifth birthday. The letters, written by organizers and attendees of the celebrations, concern the presentation of a loving cup to Edison, commemorative photographs, and publicity related to the celebrations, which were held at Glenmont, the Edison residence in Llewellyn Park, New Jersey, Included are letters by Robert T. Lozier, chairman of the birthday committee, William H. Meadowcroft, treasurer, and longtime Edison associates such as Edward H. Johnson, Thomas Commerford Martin, and Francis R. Upton. Several attendees are identified in the documents as "Old Timers" or individuals who were connected with Edison's electric lighting concerns and affiliated companiliated companils.

Approximately 30 percent of the documents have been selected. The unselected items are mainly letters of transmittal and acknowledgment and other routine correspondence regarding the payment of expenses and the collection of fees.

Dr. Herman Rosenthal, Chief Slavonic Dept. New York Public Library, 42nd St. & 5th Ave., N. Y. Gity. Fred. A. Scheffler, C/o. B. W. Co., 85 Liberty St., N. Y. Gity. Cost Dune R. M. Searle, Vice Pres., Rochester Ry. & Lt. Co., Rochester, N. Y. Henry Stephenson, C/o. N. Y. Edison Co., 55 Duane St., N. Y. City. Nikola Tesla, Metropolitan Life Bldg., New York Gity. J. J. Van Vleck, C/o. L. B. Stillwell, 100 Broadway, N. Y. City I. C. Walker, C/o. Walker & Kepler, Philadelphia, Pa. Peter Weber, C/o. Thomas A. Edison, Orange, N. J. Chas. Wirt, Armat & Lena Sts. Philadelphia, Pa. H. N. Powers, C/o. Gould Storage Battery Co., 341 5th Ave., N. Y. City. Dr. Schuyler S. Wheeler, Pres. Crocker Wheeler Co., Ampere, N. J. Joseph F. Porter, Pres., Tri-City Ry. & Lt. Co., Davenport, Iowa. C. F. Splitdorf, 138th St. & Walton Ave., N. Y. Gity. A. O. Tate, Tate Accumulator Co., Toronto, Canada. Fred'k A. Saxelby, 100 Broadway, N. Y. City. Daniel C. Spruance, 351 W. 114th St., N. Y. City. Wm. B. Vansize, 463 West Street, N. Y. City. J. H. Vail, Gen'l Vehicle Co., Long Island City. Montgomery Waddell, 1 West 101st St., N. Y. City. A. K. Warren, Monument Square, Swampscott, Mass. Fred. Sargent, Sargent & Lundy, Chicago, III. Fremont Wilson, 34 Pine St., · · New York. J. G. White, 43 Exchange Place, N. Y. City. Frank J. Sprague, 165 Broadway, N. Y. City. Albert Taylor, 100 Broadway, N. Y. City. F. R. Upton, Union Building, Newark, N. J. P. B. Shaw, Williamsport, Pa. Below is a lift of "Edison Mean" who were connected with 65 Fifth Ave, Bergmann & Co., The Goreste St. Shops and the Lamp Works at Harrison.

The converte St. Shops and advise the undersigned promptly of (e) any corrections you may with in the very your name is stated (i) addresses not known (i) additions to list. 1/2 (TAN) ROBERT T. LOZIER, Chairman, 141 Broadway, N. Y. City. Wm. Pelzer, Edison Mfg. Co., 9th St. & 5th Ave., N. Y. City. John W. Lawson, CJo, Jas. A. Lighthipe, South Calif. Edison Co., Los Angeles, Calif. H. Ward Leonard,
Bronxville, Y.
John W. Lidb, Jr., V. Pres.,
55 Duane St., N. Y. City. John H. Noble, The Rodna, 125th St. & Morningside Ave., N.Y. City. Sidney B. Paine, Gen'l Elect. Co., 84 State St., Boston, Mass. James A. Lighthipe, Southern Calif. Edison Co., Los Angeles, Calif. Frederick A. Nicholls, Canadian Gen'l Elec. Co. Montreal, Canada. Fred Ott, C/o. Thomas A. Edison, Orange, N. J. John F. Ott, C/o. Thomas A. Edison, Orange, N. J. S. Z. Mitchell, Pres., Elect. Bond & Share Co., 71 Broadway, N. Y. City. A. D. Page, Gen'l Elec. Co., Harrison, N. J. Robert T. Lozier, 32 W. 40th Street, New York. 7 author "His John Pelzer, C/o. Thos. A. Edison, Orange, N. J. D. McFarlan Moore, 169 Malvern St., Newark, N. J. Charles Extentrook,
Carl Blee, Co.,
30 Church St., N. Y. City, August H. Kruesi,
Gerl Blee, Co.,
Schenetady, N. Y. W. H. Meadowcroft, C/o. T. A. Edison, Orange, N. J. T. Comerford Martin, 39 W. 89th St., N. Y. City. A. A. Lundgren, Gen'l Elec. Co., Schenectady. Howard A. McLean, 103 Park Ave., N. Y. City. Geo. F. Morrison, Gen'l Elec. Co., Harrison, N. J. Chas. C. Peirce, Gen'l Elec. Co., Boston, Mass. Chas. E. Pattison, Fuller Bldg., N. Y. City. J. P. Ord, State Street, Albany, N. Y. John Langton, 31 Nassau St., N. Y. City. E. Randolph Hix, Coal Expert, Bureau of Supplies, Gamilla, P. I., U.S.A. 144 Chambers St., George Moseman, M. F. Moore, Roselle, N. J. August Noll, Va a coulter for take E. T. Greenfield, C/o. Sprague Elec. Co., 527 W. 34th St., N. Y. City. K. Ivvačare, Nippon Elect. Co., 2 Mita Shikokumachi Shibaku, 7 Pokyo, Japan. C. F. Hannington, G/o. E. H. Johnson, Union League Club, N.Y. City. Arthur S. Huey, H. M. Byllesby & Co., La Salle St., Chicago, III. Joseph Hutchinson, C/o. Tate Accumulator Co., Toronto, Can. H. B. Francis, Elect. Securities Corp., Cedar Street, N. Y. City. Martin J. Insull, United Gas & Elec. Co.; New Albany, Ind. Phillip Klein. 110 Liberty St., N. Y. City. Wilson S. Howell, 80th St. & East End Ave., N. Y. City. E. H. Johnson, Union League Club, N. Y. City. J. W. Kellogg, General Elect. Co., Schenectady. William E. Gilmore, East Orange, N. J. W. W. Gooch, 15 Wall St., N. Y. City. Francis Jehl, Budapest, Hungary. Edwin W. Hammer, 55 John St., N. Y. City. John W. Howell, Gen'l Elec. Co., Harrison, N. J. P. G. Gossler, 149 Broadway, New York. Frank Holzer, Gen'l Elec. Co., Harrison, N. J. Samuel Insull, Edison Bldg., Chicago, III. W. J. Jenks, 30 Church St., N. Y. City. W. J. Hammer, 153 W. 46th St., N. Y. City. Frank S. Hastings, 80 Broadway, N. Y. City. A. B. Herrick, 14 Church St., N. Y. Gity. Joseph Insull, Pittsfield, Mass. Chas, Klein, Maj. S. B. Eston, Eston, Lewis & Rowe, 30 Church St., N. Y. City. Charles L. Clarke, Gen'l Elec. Co., 30 Church St., N. Y. City. H. S. Collette, Sec'ty, J. G. White & Co., Inc., 43 Exchange Place, N. Y. City. A. R. Bush, Gen'l Elve, Co., Schemectady, N. Y. Winthrop G. Bushnell, Pres., Connectiout Power Co., Theodore Beran, Gen'l Elec. Co., 30 Church St., N. Y. City. A. S. Beves, C/o. F. S. Hastings, 80 Broadway, N. Y. City. Sigmund Bergmann, Bergmann Elect, Werke, Berlin, Germany. H. M. Byllesby, H. M. Byllesby & Co., La Salle St., Chicago, III. Stephen A. Douglas, Hotel St. Hubert, New York City. Henry Dwelley, Treas. Am. Woolen Co., Boston. E. J. Berggren, C/o. Thomas A. Edison, Orange, N. J. Jas. A. Delaney, C/o. Western Elect. Co. Chicago, III. ef Chas. L. Edgar, Pres., Boston Edison Co., Boston, Mass. W. S. Andrews, Gen'l Elec. Co., Schenectady, N. Y. E. G. Acheson,
Niagara Falls, N. Y.
Henry Price Ball,
Gen'l Elec. Co.,
Scheneckady, N. Y. C. E. Chinnock, 157 Sixth Ave., B'klyn. Chas. S. Bradley, 41 Park Row, New York City. W. I. Donshea, 55 Duane St., N. Y. City. C. L. Eidlitz, 1168 Broadway, New York. Chas. Berggren, Gen'l Elec. Co., Pittsfield, Mass. R. R. Bowker, 33 W. 12th St., N. Y. W. F. Brewster, Edison Bldg., Chicago, III. J. C. Calisch, 50 Clinton St., Buffalo, N. Y Edward Clark, Schenectady, N. Y. Spencer Borden, Fall River, Mass. William A. Brock, Patterson, N. J. Henry Doubleday, Pittsburgh, Pa. John I. Beggs, St. Louis, Mo. Richard N. Dyer, 31 Nassau St., N. Y. City. C. A. Benton, 110 W. 34th St., N. Y. City.

EDISON BUILDING

January 27, 1912.

W. H. Meadowcroft, Esq., Care Edison's Laboratory.

Orange, N.J.

Dear Sir:

I have a letter from Mr. Insull. who is now in London, telling me that Mrs. Edison spoke to him when she was in Chicago about giving Mr. Edison a surprise party on his birthday, and, as that event occurs on Sunday, February 11th, the chances are, if Mrs. Edison dues anything, it will undoubtedly be on Saturday, February 10th or Monday, February 12th. Mr. Insull also told me that if I did not hear anything from Mrs. Edison that I had better write to you and ask you to post me about the matter so that I can advise Mr. Insull by cable. Mr. Insull thought perhaps you had better post me by wire. Mr. Insull wants me to wern you not to say anything to Mr. Edison about it as Mrs. Edison wants to arrange it as a surprise. Mr. Insull says that if you do not know about the matter to kindly speak to Mrs. Edison about it.

After Mr. Insull had sailed we received a letter detail by from Mr. Robert Lozing and it had been suggested by some of

-2-

the original Edison men to visit with Mr. Edison on Saturday, February 10th. This information I sent to Mr. Insull by cable and I also sent him a copy of Mr. Lozier's letter and he wired me in reply to send Mrg. Edison a copy of Mr. Lozier's letter and a list of the people which accompanied the letter from Mr. Lozier, but up to date we have heard nothing from Mrs. Edison.

I am giving you all of this information so that you will know the whole story and would thank you if you would post me by wire, as suggested by Mr. Insull, and I will immediately cable him. I might add that Mr. Insull expects to sail on Wednesday, the 31st, on the Kronprinz Wilhelm.

Thanking you in advance, I remain

b. Josephy It is matter in young to be arranged as ar forth by Mr. Logich and what I me Logich and when the stand and invitations

ROBERT T. LOZIER

141 BROADWAY

Mr. W. H. Mendowcroft, c/o T. A. Edison, Orange, N. J.

January 27, 1912.

PERSONAL

Dear Friend:

Mrs. Edison is arranging a dinner for a number of Mr. Edison's intimate associates to be given in advance of the recention referred to herein.

Your Committee has considered that it is the desire of those invited to present Mr. Edison with some personal expression of their friendship and admiration on that occasion.

Time does not parmit of conferring with each one in person as we have assumed the responsibility of ordering from Block, Starr & Frost a Sterling silver loving oup on the face of which will be appropriately engraved the purpose of the presentation and on the obverse side will be engraved the number of the donors.

The cost of this cup complete is \$250 and to meet this expense it is estimated that an assessment of \$10.00 for each person included will be necessary.

If it is your desire to contribute kindly include in your remittance covering the reception, this amount making the total \$13.00 and mail same at once to Mr. William H. Meadeworft o/o Thomas A. Edison, Orange, New Jersey.

Conveyances will meet "Lackawanna" train leaving

West 23rd Street 4.50 P. M.
Barolay " 5.00 "
Christopher " 5 CO "

(See also Hudson Tubes).

It is proposed that guests wear demi-dress (dinner

coats), Robert T. Lozier, Chairman,

E. H. Johnson, Frank S. Hastings, Charles A. Benton, Arthur Williams,

Charles A. Benton, Arthur Williams, William H. Meadowcroft, Treasurer. ROBERT T. LOZIER

141 BROADWAY

January 27, 1912

Dear Friend:

Due to certain changes that have taken place since the letter of January 8th, 1912, it has been found inadvisable to carry out the birthday dinner to be given to Mr. Edison as then planned.

Instead thereof, Mr. & Mrs. Edison invite us to a reception to be given at their residence, "Glemmont" Llewellyn Park (Orange) New Jersey, at 6:30 P.M.; Saturday evening, February 10th, 1912. Formal invitations will follow. As ladies will not be present dram will be informal.

Conveyances will meet the "Lackswanne" train leaving

West 23rd Street, 7:20 P. M. Barolay Street, 7:30 P. M. Christopher Street, 7:30 P. M. (See also Hudson Tubes)

If you have not already sent in your photograph, kindly do so at once. It has been found impossible to get all of the photographs in on time to have them ready for presentation on the evening of the swent. Therefore, this feature will be withheld until completed. In liou thereof, and in addition thereto, an engrossal set of resolutions appropriately bound will be presented

Due to this and other matters connected with this celinoreased from \$1.00 to \$3.00.

If you have remitted, Mr. Meadowcroft will communicate with you concerning same.

If you have not as yet remitted, kindly do so to Mr. William H. Meadowcroft, Treasurer, c/o Thomas A. Edison, Orange, New Jersey.

Kindly send ALL FUTURE COMMUNICATIONS in his care.

Robert T. Lozier, Chairman. E. H. Johnson, Frenk S. Hastings, Charles A. Benton, Arthur Williams, William H. Meadowcroft. Treasurer. POREDT T. LOZIER

141 BROADWAY AMMAY 28/12 Mozdian Meadmant ve Cutintamment

Hill you kindly me that some on at the Latoratory Shooks after the " plusto" to be gim at the Prostin?

also of think it would be fire to have a feash light taken of the whole burnets, whilst neated shody to enjoy the

Jan. antimo Hilliams of the Wyladian

60. 55 lonare street will be glad to take this preture. I far mich. But as blownium of the Education with Committee (waring gar) I refer this detail to you to among us you think that.

January Pelger has volunteeed to Ently to later can get about, but this is

Furtherth Philosis.

ROBERT T. LOZIER

141 BROADWAY AMMANY 3/12

Mey draw Meadwergt x "A "Last

"Southing on one affect arming to "A list the adjuting to have is to add such name as Mino Edison. Mr. Edison et al. would to be

Mr. Numay Proofign Direct State to need from Just Spenta

m. Edward Haller Holler How miles How me moore - Rech

It has you have the quite camberer please mail it to the Johnson to getter with and

B hit making hornith. "Mr. worth - Brief fresh the first of the street o

Han bot ulle Maior Madelem Edisais vann

J.F. PORTER PARAMETER

JOE R.LANE, GENERAL COURSEL.

H.C. WEEKS, Secv. & TREAS

TRI-CITY RAILWAY & LIGHT COMPANIES

MOLINE, EAST MOLINE & WATERTOWN RY.CO. PEOPLES LIGHT CO. DAVENPORT GAS & ELECTRIC CO. PEOPLES POWER CO. MOLINE-ROCK ISLAND MFG. CO.

OFFICES DAVENPORT, IOWA MOCK IS LAND, ILL. MOLINE, ILL.

Office of the President

Davenhert, Jowa, January 29th, 1912

Robert T. Logier, Esq.,

c/o Wm. E. Meadowcroft. Orango, How Jersey.

My dear Mr. Lozier:

On return to Davenport, I find your letter of January 27th, reference to the Edison reception. I have already remitted, as per your former request. and have asked Marceau of 28th Street and 5th Avenue. Hew York, to send you my photograph addressed to you at 64 Cedar Street, New York City. If that is not your address, I would be glad to have you so notify the postal authorities that you may get the photograph oromotly.

I notice that Goorge D. Rosenthal, the Ceneral Sales Agent of the Ceneral Electric Company at St. Louis, Missouri, who was a beginner in the line of locating T.-H. and Edison isolated plants with a view to getting what we would now call a card list, is not included in your list of old employes.

Yours very truly,

Jewjam - W. U. Jan 30/12 Chicago, Icc. not Edison has goined the Logier Committee in The Edwon buildday tearty celebration is arranged Car house February totalk and reception x with the dimer follows i Dinner old closely connected offices at reception. The agrangement is to have speaked on behalf of M. and how Edison older associates will present loving Cup with names misciaco . may Chan & Mr. Edison does not Know dinner is to be at house - Thintes dinner descurbace

. and reception home. Beller cable M.

WH Mcadownoff

Sinuca fuces.

My day madricuph I had belief to han within for fully today -J. H. Vail 1.00 V John Ott 1.00 V Fred Ett, 1100 x Smayur Catrick Dhu I Biggs 100 I would surgest attimed the 660 chiles to aslain

is a surprise. for revoid runting no 6 & Bradley for Committee's Celler - 27" This with you will get hundry V Selin withening itself. "The ask the free new for III . Charling Benton has been \$ = = nune "as for committee's connected with this blown for lutter of 27" - or send if Dan time + is an the Carmetta back too if you like for thee \$are would like to have lime at I will out you aring ofther the dinner - Mrs. Edian in that camin, I have for virstam milliag - is Ja.E. \$100 remittances from the Otto IV It has been rightly suggested Now as to the dinner. that Mr Frank Colyer. Kindly ach my Edison of " Kutetuura he wants at the "sheakers" " hallong tath (for he still rundustants the duriner is to be given we Hotel be invited to the occition mutelain + Was Edison's harty

· in will as this - andum mill mail fai a cantlett any others we must messarily numeralist of English you are sepected todas I let whi but the outer dans to variour Chank zamishe here for biretts, as thing are not "old men" you kind Corpuration. I ES Johnson wants to have a a Earlis of the account Buss (CopherCo mitted to the "Therew John" (his Edisin Engthing at the her fet Georgialer Polit Join is a greater) will for same · Mu Edison? (Burner me how always refund to this as I will blome you as hunday at 12 (now) + get ansums to all the I hould have at 250 for bluings, Bofon gring

ask Mr. Edison . If he is willing to have at "Speaker's Tatee" the following Harry you take it when yourself to Dec Mis Edwan b. S. Brailey J. P. Ord . about culut amount al a. u. brivles 6. a. Benton 9. b. Walker

Mr. Edward names for Dinner Irank L. Byer,
Nalla: Miller,
W. J. Mallary
Dr. a. E. Kennelly
John V. Miller
Harry Miller,
Fred Ott
Mr. Hop B Murray
Mr. K. Freenan & Brookage

Reception Mr. Mason - WH.

m work - G. M. 177 High St. M. Law B. L. - my spinn Mr Edward H. M. - my spinn Mr. Sec.

Mr Backman

P. B. Shaw Williamsport Pa.

January 30, 1912.

Mr. W. H. Meadoweroft,

Care Mr. Thos. A. Edison,

Orange, H.J.

My dear Mr. Meadowcroft:

I am in receipt of the several communications sent out by Mr. Robert T. Lozier, in connection with his efforts to get together a lot of the "old boys" from 65 Fifth Avenue, to celebrate the birthday of Mr. Edison.

I was absent at the time of the receipt of his first letter, but immediately I arrived home I complied with his request, accepted the invitation and sent his sheak for \$8.00. I think five of which was to go toward the dinner that we were to tender beined photograph.

Communication received under date of the 27th states that the plans have been changed, and therefore, the contribution will be \$15.00, instead of six. Having already sent the six, I now enclose my check for \$7.00, making in all \$15.00, the latter drawn to your orders as frequencer. If there are any additional conductor of the state of the good of the state of the sta

In this connection I want to say that the suggestion of this party would probably not have impressed me as it has, had it not been for the enclosure of the list of the "old boys" invited. I have looked over the hames, and it brings back many found recollections of the beauty of the same of the Edison Lichting System.

I have accepted the invitation and expect to be present, but to do so I must break several important engagements, all of which I hope and expect to do, and should anything transpire to prevent my being present I certainly shall be heart-broken

Very truly yours,

Dictated P.B.S. Enclosure. P. B. Shaw.

The New York Public Library Astor Kenox and Tilder: Foundations

Slavouic Jimolian.

New York, Jan. 30, 1912.

Mr. William H. Mendowcroft, C/o Thomas A. Edison, Orange, N.J.

Deer Priend:

From Mr. Locierte communication of the 27th. I one that some certain changes have taken place, namely, a reception instead of a diamer. I do not know which is healthier, but I can assure you that I feel very happy in anticipation of meeting all ar old friends.

I enclose check for \$3.00, and will surely be there.

My son George, who was here yesterday, sends his kindest regards to

you.

Very sincerely yours,

WESTON ELECTRICAL INSTRUMENT CO. NEWARK, N. J.

ALTERNATING
AND
DIRECT CURRENT
SWITCHBOARD AND PORTABLE
INSTRUMENTS

THE BRISTOL COMPANY, WATERBURY, CONFI. TELEBRONE MAIN 2245

GEG. H. MOSEMAN 176 FEDERAL STREET

, BOSTON



MESTON PORTABLE STANDARD VOLUMETER

Jan 30th, 1912

Mr Wm. H. Meadowcroft, Orange, M.J.

My Dear Meadoweroft.

HAIL; ALL HAIL; HAIL AGAIR. Well it does me good to even see your name in print. Hail once more, I received a circular letter yesterday, dated Jon 37th. Bobby Lonier, Chairman, which Pertially informs me of some doings at Mr Edicons house on the evening of peb 10th. In it, it refers to a letter of Jon 8th, which I never received, will you kindly send me a copy of it, so that I may be fully informed as to just what the trouble is. That list of old timers was certainly refreshing; many of them I had forgotten, under my caption, that sounds well don't it, make it, Occ. H. Moseman, \$71% Poderal 8t, Boston, Mass.
I also see that you havent Garalle Klein's address; he with the Cutler-Heamer Co, in Milwaukie; Charlie Shain is in the Automobile cusply business with his son, on either Yesey at or Murray 8t, New York, I shall be much pleased to hear further from you with reference to this matter.

Yours without a struggle

Cout, Melooning

I have been in this toon, right here in this off toe ten years.

"INSULL CHICAGO" LEPHONE RANGOLPH 1280 EDISON BUILDING

January 31, 1912.

William H. Meadowcroft, Esq., Care Edison's Laboratory, Orange, W.J.

Deur Sir.

T have a cable from Mr. Insull this

morning, stating he is salling today on the Kronprinz
Wilhelm from Southhampton and he also instructs me to
advise the proper parties of his acceptance in the Edison
calebration matter, so I thought I had better advise you.
Of course when the formal invitations are issued a format
sacceptance can be sent, but I thought I had better advise
you now that ir. Insull will be on hend on Yebruary 10th.

Yours truly

6 J. Darji

Jan. 31/12

Mr. George H. Moseman, 176 Federal St., Boston, Mass.

My Dear Moseman:-

Hail! Storm! Snow! and Rain!. You see the fellow that writes last has a better chance. You only mention Hail, but we are having all sorts here, including rain and sleet/

However, it does me good to see your old signature and have a few words from you again. I have been talking quite a good deal about you during the last week. You ought to have been blushing a rosy red a good many times last week, for I may you absent treatment for it.

How about the delige at Ir. Edison's house on the Evening of Pebruary 10th, it is a gathering of the old timers to celebrate Kr. Edison's birthday, and you will receive a formal invitation for the Reception, and I hope that you are going to come over and meet the old boys, for I know you will have a good time, and so will they. In connection with this there is going to be presented a set of recolutions, and we also want a cabinet photograph and the autograph of each one of us. Then the committee also asks a contribution of \$3.00 to meet the expenses of putting these photos in an album and

G.H.M. (2) Jan. 31/12

engrossing the resolutions. Are you on? If so, send me your check and the photo and autograph.

Anticipating the pleasure of sceing you soon,

I remain

Yours as ever,

WHEE/ES

TREASURER FOR COMMITTEE

Mr. Arthur S. Knight. Sears Bldg., Boston, Mass.

My Dear Nr. Knight:-

Your favor of the 29th ult., with check for 23.00, came duly to hand, and you have been credited with the emount.

I have no copy of the Cormittee's letter of January 8th, but can explain to you in a few words.

It is proposed to get the "old boys" together on Pebruary 10th as a sort of hirthdry collustrion for Mr. Edison. You will redeive formal invitation within a few days. Mrs. Edison has joined with the Committee, and we hope it is going to be a great success, and it, no doubt, will be when the "boys" get together. It is proposed to present an engrossed set of resolutions, also a cabinet photograph of each of the "boys", with autograph written on separate piece of paper. These will be placed in an album and given to Mr. Edison later. The Committee has asked for a contribution of 33.00 to cover the expenses, and this is what your check is tone applied for.

Will you kindly send your cabinet photograph and autograph to Robert T. Lozier, c/o Kountz Bros., 141 Broadway, New York City, at your earliest convenience.

(2)

A. S. K.

Pop. 1, 1918

With kindest regards, and hoping to see you on the

10th instant, I remain Yours very truly,

WHE!/ES

TRHASURER FOR COMMITTEE

Mr. Fred H. Kimball. P.O. Box 5345. Boston, Mass.

My Dear Mr. Kimball:-

I am in receipt of your esteemed favor of yesterday's date, and in reply would say that I have no copy of the Committee's letter of January 8th, but can tell you about the affeir in a few words.

It is project to have the "old boys" come together at Er. Edison's house on Pebrurry 10th to colobrate
his birthday by a re-union. Ers. Edison has joined the Committee in this, and you will receive a formal invitation within
the next few days, if it has not already reached you. The
Committee has planned to have a set of resolutions engrossed,
and also to obtain onbinet portraits of all those invited,
with autograph on separate piece of paper. These will be
put in an album and handed to Er. Edison later.

It was decided to make an assessment for the purpose of covering the expense, and you will find the encunt of your assessment in the Committee's letter of January 27th which you have. If this is agreeable you can send your check to up order as Treasurer.

. Is nearely hope that you are going to be with us ϵ weak from Saturday, as it will certainly be a memorable gathering.

With kindest cogards, I remain Yours very truly,

WHM/ES

TREASURER FOR CONTINUES

TELEPHONE, 7682 CONTLANDS

CHAS. L. CLARKE, ELECTRICAL AND MECHANICAL ENGINEER. ROOM 1923, 30 CHURCH STREET,

NEW YORK LAGILLIZZA

Mr. Mr. H. Weadowerft, of Thomas a, Estison, Orange, U. J.

My dear Mr. Mendower oft:

He the Edium celebration, love about Philip a. Lauge, who was with Benguam, as less Band 17th St. Heater went to Pethology, White Westerspooner, when he much you have you with the

Markey point Elec. + Mfg. Co. Trafford Park, Marchester, England, Occupies there a leading position,

Deso another live. B man was Hermann Lamp. Dr. now electrician swith the G.E. Co. 186 allem are, Lynn, Mars., electrician, and special, clear to Elehn Thomas of A.I.E.E. Lange and Lemp are rumbers of A.I.E.E.

One Fred. a. Placeps her beau brought tory

Sincerez your, Chas, Leearky

P. S. The address of W. H. Mc Dougall, once Suft at Goard St., appears to be 106 Chairmout ave., Montelain, U. g.

Feb. 1/12

Marceau, 5th Ave. & 28th St., New York City.

Dear Sir:-

I am in recoipt of a letter from Nr. J. 7. Porter of Davenport, Jowa, in which he attains that he has contiton to you, asking you to send a copy of his photograph to Nr. Robert T. Lorier, 64 Coder itt. New York Nr. Lorier was hurned out in the Equitable fire, and his address is now care of Ecuntz Bros., 141 Broadway, New York. Please, therefore, kindly send the photograph to that address. If it has already gone, kindly notify the Post Office to deliver it at that address, and oblige

Yours very truly,

wmi/28

Robert T. Lozier, Esquire,

Mr. William H. Mesdoworoft.

Dear Friend:

Replying to Mr. Lozier's letter of the 27th ult.. I herewith enclose \$2.00 towards the amount required. already sent Mr. Lozier two photographs, from which he could choose; the helf length in fedora hat is probably the best. I think I sent one of these to Edison when they were taken.

It may surprise some of the Old Guard to be informed that I am probably the oldest Edison man, in that we both attended Engle's Academy in Fort Huron in 1855, this was over a quarter of a century before the days of 65-5th Ave.

Flence tell Mr. Edison I have an extra illustrated cony of the Roster of the 9th Michigan Infentery, which had its Semi-Centenial Reunion in September last. There are many pictures: of the Duffields and other Michigan men in this Roster, whom Edisor probably knew; tell him that if he wants this extra copy I will send it to him.

With kind regards to all old friends,

Yours truly,

William Farly Bruster

WESTON ELECTRICAL INSTRUMENT CO. NEWARK, N. J.

ALTERNATING
AND
DIRECT CURRENT
SWITCHBOARD AND PORTABLE
INSTRUMENTS

THE BRISTOL COMPANY,
WATERDURY, CONN.

TELEPHONE MAIN 2245

GEO. H. MOSEMAN

BOSTON



WESTON PORTABLE STANDARD VOLTMEY

Feb Smd. 1912

Mr Wm. H. Meadowcroft, Orange, N.J.

My Mear Meadoweroft.

I received your letter of Jan 31st and was

very glad to get it. I certainly would like to be present on the Ioth, and will be if I possibly can. I enclose by check for Three Dollars, so for God's cake, check me off. the photo, is in process of manufacture. I havent had a picture of myself taken in three thousand years, the Photographer took all risk as Mar as his manufacture went, that tookest me. I will forward the chrome to you just as soon as I get it.

Logiers letter states that a business

suit would be all 0.K. is this really so ?. tell me sure now.

Yours forever.

Exer/f. Worman

Feb. 3rd, 1912

Ur. George H. Moseman. 176 Federal St., Boston, Hass.

My Dear Hoseman:-

Your favor of the find instant, with check for 25,00, has been received, and I have checked you off as having paid. I hope nothing has happened with the photographer's machine. If you warned him he would probably put on the shock absorber.

Of course, a business suit would be alright, but I think you will find that nearly the whole bunch will wear dinner coats. If you are not acquainted with the linge, this means a turedo coat. Don't let that keep you away, however, If it is not convenient to wear a dinner coat, come in your business suit by all means. It is Hoseman we want, not the clothes. Still, you had better come covered, or else you will be arrested.

Yours very truly,

NATIONAL ELECTRIC LIGHT ASSOCIATION

DOIN F GILGURIET PRESENCE

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FRANK A TART PRISON VIGA-PRESENCE

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INTOIN INTOITIVE COMMITTEES

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Feb 4, 12

sear theadow croft: Igoh in touchutte the Italian modeller yesterday-Buffano - who had some kind of unntelligble excuse to wake. He till pestably the coming out on Monday or Tuesday, and Shave told him to place housely under Your orders. Thanks for cooperation as you know bluson is lunching with me morday-asto Speakers. If you have any Juggestions, wire Thew. in Such adnie you and you can let his? Edeson know. Joms Toursting

PHILADELPHIA STUDIO: CHESTNUT STREET

160 HOSTON STUDIO:

OUR PHOTOGRAPHS OF CHILDREN ARE SUPERB

Feb 5" 1912

Mr. W. H. Meadowcraft NEW YOU "The Thos. Redeerings in states Orange, N. J. NEW YORK

Dear Sir:

"e received your letter and have advised the Post Office
to forward the photographs of Nr. Porter to Nr. Lowier; this
to trust will be satisfactory.
Yours very truly
THEO. G. MARCEAU

Dict. S.A.Henderson

KIDDLE & WENDELL ALFRED W. KIDDLE EDWIN A BACKARD R. WALDO MACKEWAN

COUNSELLORS AT LAW 115 BROADWAY

NewYork

CABLE ADDRESS, KIWEVA, NEW YORK CODES, WESTERN UNION, A.B. C. TELEPHONE 3367 RECTOR

February 5th 1912

William M. Mondoweroft, Esc.

Care Thomas A. Edison, Rsu.

Grango, New Jorsey

My donr Mr. Mondoweroft: --

In oursuance of the request contained in the letter which I have received from Mr. Legier, I take pleasure in emplosing herein my check to your order for \$3. towards the presentations to be made to Mr. Edison on the coonsion of the colebration of Mr. Edison's sixty-fifth birthday. I have only a photograph of myself taken many years ago which I can send to you, but if there is time I should prefer to have roother one taken, which I can do in the course of the next few days, and send it to you.

I have received a formal invitation to be present at the reception to be given by Mr. and Mrs. Meison at their home in Llowelyn lark on Saturday ovening, the 10th instant, and I am sending to Mr. and Mrs. Edison today my formal accentance thereof.

Yours very truly.

E/E

FRANK J. SPRAGUE IES BROADWAY NEW YORK

Feb. 6, 1912.

Mr. Wm. H. Meadowcroft, c/o Thomas A. Edison, Orange, M. J.

My dear Mr. Meadowcroft:

Replying to your circular of January 27th, I enclose additional check for 37.00, which with the 36.00 check already sent to Er. Lozier at the time my photograph was mailed, makes the 313.00 required.

As per telephone message of even date
I shall be glad to be present at the
Dinner, and am writing "rs. Edison to that
effect.

Very truly yours,

I. C. Walker

H. G. Kahler

Malker & Kepler, 531 Chestnut St;

Peb., 6th, 1910.

ELECTRICAL CONTRACTORS. REPAIRING ELECTRICAL MACHINERY, ELECTRICAL SUPPLIES, ELECTRIC RAILWAY SUPPLIES. LICENSED BY
PHILADELPHIA FIRE UNDERWRITERS ASSN.
TELEPHONES, { HEYSTONE.

Mr. W. H. Mendoweroft.

c/o Thomas A. Misson Laboratory,

Ornnan, M.J.

Done Sirt-

I have recoived invitation from the Edison requesting to be at the Reception and also at the Dinner. For my own information me your latter of January the 37th stated, "We Indica will not be present trees will be informal,"and Conveyances will meet the "Indocurrent" truth leaving.

> West 23rd Street, 7:20 P. H. Bardlay Street, 7:30 P. H. Christopher Street, 7:30 P. M.

Will you please inform me whether it will be evoning dress at the Dinner and what trains I will have to take from New York for the Dinner?

Thunking you in seivence, I on,

Yours respectfully,

J. S. Walker

IC"/FI

GENERAL ELECTRIC COMPANY PRINCIPAL OFFICE SCHENECTADY, N. Y.

New York Oresce HUDSON TERMINAL BUILDINGS 30 Church Street

February 6, 1912.

Hr. William H. Meadoweroft, Treasurer, c/o Er. Thomas A. Edison, Orange, New Jersey.

Dear Sir:

I beg to enclose you herewith my check for three (33.00) dollars which is the contribution towards the presentation to be made to Mr. Edison on the sixty-fifth anniversary of his Birthday and I shall be more than pleased to attend the reception which will be given by Mrs. Edison.

I note, however, that my name was not spelled correctly. Will you kindly make the necessary change?

Yours very truly.

CEE:MV

(Enc.)

Charles E. Estabrook

NATIONAL ELECTRIC LIGHT ASSOCIATION

JOHN F GHIGHHAY PARAMETER
FRANK M YAFF Fran Vice-Parameter
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20 Wast PRINTY-MINTH PURS NEW YORK TREATMONN NUMBER 4000 HEVART W W Passace Service (1997) And Description of the Passace Model of the P

26612

Near weadoncroft!

We have exhausted ar resonnes looking up.

Noll and Klein-authorst authorst authorst and director - but will take another goat it to morrow.

To morrow.



TATE ACCUMULATOR COMPANY OF CANADA. LIMITED

PACTORY

47 COTE STREET.

MONTREAL, OUE.,

De un Mr. Me a now croft. Edison elebration freding that peakaps a similar accasion will itsel. At intervals and was to me that the years me slippe and will not return - Lauphone we get these moments and if I should accasion I might in the future

much regret it.

Feb. 8th, 1912

Mr. I. C. Walker, 531 Chestnut St., Philadelphia, Pa.

Dear Mr. Walker:-

Replying to your favor of the 6th instant, I beg to say that the pinner will be a "stag" affair and you can wear a tuzedo.

In regard to the time of trains, will you please take train on the Lackawanna leaving

West 23rd St. -- 4/50 P. M. Berclay St. -- 5.00 P. M. Christopher St. -- 5.00 P. N.

(Also see Hudson Tubes)

The train leaves Hoboken 5.15 and arrives in Grange 5.50. Conveyances will be at the Grange Station to meet the guests.

The Dinner is at 6.30.

Hoping to have the pleasure of seeing you on Saturday Evening, I remain

Yours very truly,

WHE/ES

TREASURER FOR COMMITTEE

After our telephone conversation this norning I had a talk with some of the officers in ir. byer's absence, and now sond you a list of the responsible heads of departments. This list has been prepared and revised with very great care. and it contains the nemes of those to whom invitations to the Reception might be sent: c/o Thomas A. Edison, Inc., Orange, H.J. E. H. Phillips H. W. Leeming E. E. Hudson G. E. Youmans J. T. Rogers W. L. Bokert J. W. Parrell V W. Maxwell ✓ D. H. Bliss F. A. Burnham, Jr. " Edison Storage Battery Co., Orenge, H.J. Walter E. Holland ---- 2826 Decatur Ave., Bedford Park, New York. H. G. Plimpton V DV Janzeon I presume you will send these invitations direct. yery truly yours.

WIIM/ES

Dear Mrs. Edison:-

52 DUANE STREET NEW YORK

February 8th, 1912.

Mr.W.H.Meadowcroft, Treasurer,

c/o Thomas A.Edison., Esq.,

ORANGE, N.J.

Dear Mr.Meadowcroft:

Please find enclosed \$3.00, which I understand is my share towards the presentation. If this is not correct kindly inform me.
Until Saturday ovening, with

kind regards.

HS/CD Encl.

W. E. FREEMAN B7 DUANE STREET NEW YORK

February C. 1913.

Ur. Cilliam H. Meadowcroft, Treasurer, c/o Mr. Thomas A. Edison, Orange, D. J.

My dear Mr. Meadowcroft:

Enclosed please find check for \$5.00 towards the presentations, as requested in circular letter issued under date of January 97th.

Some kind friend evidently called to the attention of the Committee, within a day or two, the fact that I was forestly connected with the Company at 65 Fifth avenue, and the invitation to attend the reception was received by me only Tednosday last.

A circular letter addressed to another Edison man was handed me today. Is it too late to send a photograph?

Looking forward to the pleasure of seeing you with many other old acquaintances, I remain,

Yours very truly,

(Enclosure)

TEF/X

M & Farmon

Mr. W. H. Francis. c/o Edison Electric Illuminating Co., Boston, Mass.

My Dear Mt. Francis:-

I received your esteams favor of the 8th instant, and regret to learn that there is a possibility of your not being present at the Reception to-morrow night, but I hope that you are going to make an extra effort and he one of us on this memorable occasion. Such a gathering of the "old timera" is not liable to occur very moon again, and you ought to be there by all means.

Now as to your other inquiries, lot me say that, personally, I have had nothing to do with the arrangements or the loving cup. The Committee had had in charge all that, and I am going to take the liberty of sending your letter to our friend Losier and ask him to write you on the matter. He knows all about it, as he is Chairmen of the Coumittee. I am simply acting as Treasurer, and I have had to sandwich all this work in with my regular work for Mr. Edison. It has been somewhat difficult.

Again let me say, as one of the old "patriarchs" you ought to be one of the "bunch" to-morrow night, and I hope

W.H.F. (2) Feb. 9th, 1912

you will be.

With kindest regards, I remain

Yours very truly,

WHEN/ES TREASURING FOR COMMETTEE

Er. Robt. 7, Lozier, o/o Kountz Bros., 141 Brosdawy, 142 Hew York City.

My Dear Lozier :-

Of all the jobs I have ever undertaken on the side. this has been about the toughest. Fortunately, during the present week Mr. Edison has needed me seldom, or I should have had to give up with one thing or the other. Telephone calls have been coming in incessantly and all sorts of questions and difficulties have come up. However, it is nearly over now, and while I am glad to have had a hand in the work. I am also glad that it is nearing the close.

I am returning to you some of the checks and letters. Some are for \$6.00, where I think they should only be \$3.00. and some are for remittances for \$1.00 where they should be \$3.00. I have no correct list and do not know the correct contributions for each of the parties. I will mail you a list of the contributions I have received, and you can then check up with your corrected list. I do not know what names are on the loying cup. I presume that the \$13.00 men are those whose names are to be inscribed thereon. You will see from the enclosed list that some of the men have remitted by two separate

checks. Some of them were to your order, and I just endorsed your name on them and my own, and deposited them in my bank account.

(2)

I enclose letter from W. H. Francis. You will see he is quite anxious to know whother his (3.00 contribution is sufficient. I cannot answer the question, as I do not know whether his name is on the lowing oup. Will you please reply to him.

I also enclose letter from Geo. C. Grower. You will see that he wants to be sure and have his formal invitation, so will you kindly see that it is sont to him. I suppose he wants to weserve it.

I have also received from W. S. Andrews, Schenectady, N. Y., a telegram reading as follows:

"Has S. C. Thitestone been invited to Recaption?

He is an Edison man. A telegrem to him here would reach him."

I have replied to Er. Andrews, stating that it is
not in my province to extend the invitation and referred his
telegram to the Committee.

Hoping to see you to morrow night, I remain Yours very truly,



Washington DC Feb 9-12

Ers Thos A Edison

Orange NJ

Please extend to Mr Edison hearty congratulations and good wishes

with respectful regards

Nikola Tesla

10204

-EDISON BIRTHDAY, FEBRUARY 10TH, 1912.-

DINNER

	Train arrives		5:50	P.H.
	Guests arrive	Glenmont	6:10	P.M.
	Dinner served		6:30	Р.И.
	Total guests s	about 32		

RECEPTION

Train arrives Orange	8:14	P.M.
Guests arrive Glenmont	8:30	Р.н.
Guests leave Glenmont	10:45	P.N.
Guests leave Orange	11:15	P.M.
Total expected, about 60.		

Dinner and Reception arrangements under direction of Krs. Edison Conveyance, entertainment and finances under direction of Er. Mendowcroft.

Presentations under direction of Mr. E.H. Johnson, who will act in all matters during Mr. Lozier's absence.

R.T. Lozier's address, C/o First Mational Bank, Omaha, Neb., Returning on or before February 9th.

Dinner Guests - Febry 10, 1912

C. A. Benton, 110 West 34th St., New York City

Sigmund Bergmann, Bergmann Elect. Werke, Berlin, Germany.

E. J. Berggren c/o Thomas A. Edison, Orange, U.J.

Chas. C. Bradley, 41 Park Row, New York City

H. M. Byllesby, H. M. Byllesby & Co., LeSalle St., Chicago, Ill.

Charles L. Clarke
Gen'l Elsc. Co.,
30 Church St., N.Y. City

Richard H. Dyer, 41 Hassau St., New York City.

Maj. S. B. Eaton, Eaton, Lewis & Rowe, 30 Church St., N.Y. City

Charles L. Edgar, Pres.
Boston Edison Co.,
Boston. Mess

W. J. Hammer, 153 West 46th St., New York City.

Frank S. Hastings, 80 Brondway, New York City.

A. B. Herrick, 14 Church St., New York City

Wilson S. Howell, 80th St. & East End Ave., New York City. John W. Howell, Gen'l Elec. Co., Harrison, N.J.

Samuel Insull Edison Bldg., Chicago, Ill.

Francis Jehl Budapest, Hungary

E. H. Johnson, Union League Club New York City

John W. Lieb, Jr., Vice-Pres. New York Edison Co., 55 Duane St., H.Y.Cit;

Robert T. Lozier 32 West 40th St., New York City.

T. Commerford Hartin. 39 West 39th St., New York City.

W. H. Headowcroft, c/o T. A. Edison, Orange, H.J. E. F. Hoors, Roselle, W. J.

George F. Morrison, Gen'l Elec. Co., Harrison, N.J.

John F. Ott, c/o Thomas A. Edison, Orange, N.J.

J. P. Ord, State St., Albany, H. Y.

Sidney B. Paine, Gen'l Elec. Co., 84 State St., Boston, Eass. P. B. Shaw, Williamsport, Pa.

F. R. Upton, Union Bldg., Hewark, N. J.

Peter Weber, c/o Thomas A. Edison, Orange, N.J.

Charles Wirt. Armat & Lena Sts., Philadelphia, Pa.

A. A. Cowles, Ansonia Brass & Copper Co., Ansonia, Conn.

Hr. Murray Dr. Acheson F. L. Dyer Prof. Marks

Harry F. Hiller Dr. Kennelly John Miller Dr. Hellory

Charles Edison Hr. McCall
W. S. Andrews Mr. Freeman

Walter Miller Mr. Aylsworth

ORDER OF EXERCISES, FEB. 10, 1912

"65"

Tosstmaster

Reminiscences of the "Field"

"Hitching our Wagon to a Star" Edison's Account with Posterity

Reading of Engrossed Testimonial

Presentation of Loving Cup

Prank J. Sprague, 165 Broadway, New York City

I. C. Walker, c/o Walker & Kepler, Philadelphia, Pa.

Dr. Schutler S. Wheeler, Pres. Crocker-Wheeler Co., Ampere, M.J.

Fred Ott, c/o Thomas A. Edison, Orange, N.J.

Anthony H. Brady, 55 Duane Sy., New York City.

Arthur Williams

Mr. Pelzer Mr. Bowker

Mr. Coffin

Mr. Fodor

R. T. Lozier
Samuel Insull
H. H. Byllesby

Frank J. Sprague

J. P. Ord T. C. Hartin

E. H. Johnson.

POSTAL TELEGRAPH - COMMERCIAL CABLES

The Postal Telegraph-Cable Company (incorporated)transmits and delivers this message subject to the terms and co

Trl. 280 Grange 200 Mala St., Grange,

28 NY N 160Count 6 PNS

Davenport Ia Feb 10-12 Wm H Meadowcraft, Thos A Edison Laboratory, Orange NJ

It will be impossible for me to attend the dinner tonight (Stop) please express to Mrs Edison my sincere regrets (Stop). Extend to Mr Edison my hearty congratulations on his safe arrival

at the sixty five mile stone, and express my hope that he may with satisfaction and strength pass many more (Stop) .

satisfaction and strength pass many more (stop). To the loops of Old Sixty Five who may remember me say that only sixthess which has now ended in death of a relative, prevented my sixthess which has now ended in death of a relative, prevented my sixthess which has now ended in death of a relative, prevented my sixthess of the sixt direct the wiring of a paper mill which wiring was necessarily remodeled in two years (Stop) Wish I might hear you discuss the evolution of the lightning arrester three wire system, fuses railway equipment and many others (Stop). Joyful reunion to all. J P Porter

GERMAN ATLANTIS CHO Telegraphen-Gestells chart. GERMAN ATLANTIC CABLE COMPANY TO NEW YORK.

EXCLUSIVE CONNECTION WITH THE COMMERCIAL CARLE COMPANY "VIA EMDEN-AZORES"

Received at 20 BROAD STREET. ... SD' 2/128

TODAY AM SORRY I CANNOT BE PRESENT TO DO HOMAGE TO THE

OLD MAN BUT AM WITH YOU WITH GRATITUDE IM MY HEART AND PLEASANT RECOLLECTIONS

BERGMANN .

GERMAN ATLANTIC CABLE COMPAND 207 TWO DIRECT CABLES FROM GERMANY TO NEW YORK.

TWO DIRECT CABLES FROM GERMANY TO NEW YORK.

EXCLUSIVE CONNECTION WITH THE COMMERCIAL CABLE COMPANY "VIA EMDEN-AZORES" FEB ±0 1912

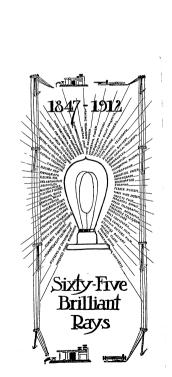
128 sp'

BERLIN 78 1/51. LOZIER 64 FULTON STREET NY. AM SENDING MY BEST WISHES FOR EDISONS CELEBRATION WITH GRATEFUL JOY I KNOW ALL THE BOYS ARE AS THANKFUL AS I AM TO THE CREATOR OF THE GREATEST INDUSTRY IN THE WORLD WHO THROUGH HIS INVENTIONS LAID THE FOUNDATIONS OF THE PROSPERITY WE ARE ALL ENJOYING.

ny City (To Mrs Ediens an The lastmount I ac Compelled to Jupo the her of bry Buret this to word thouse or many of 712 8. 15 Bday pland say to his he handry by wishes for a tong Continue of The wreful life

Ch. B show

Lotum Ohis m J. a Edi The Gol disputite estudo aires for your eje,ji sup, c. enti o, pramuenna fierj gung die,a u pung o, painet An, and lang sque. - Charas. But vens between un benib ha's r Most minter gene moamin, ann fill blue, Me two in's sported i' the burn trutings from Sin' and lang stur. - Opener. Jul we've wander's meny a weary too Jup bu, o ife domune guet man bun que so : racill top, o cab o, ginguene fitt Duga gund dinn wa o fine touis since unfi



And days of anid long syne? For anid lang syne, my dear, For ante lang sync; We'll tak' a cup o' kindney For and lang some. Me ima ha'e run about the brack, And pu'd the gowans fine; Me twa ha'e sported i' the burn Frae mornin' sun till dine, But acus behween us braid ha'e ros Din' anid lang syne. - Chorns. And here's a hand, my trusty fries And gir's a hand o' thine; Be'll tak' a enp o' kindness ge



HOTEL PARISSON

SEVENTU ST NEAR NICOLIET AVENUE MINNEAPOLIS, MINN.

February 10, 1912.

Mr. Thomas A. Edison. Levellyn Park. Orange. New Jersey.

Dear Mr. Edison:-

Thank you very much for your kind invitation to dinner to night, which Mrs. Edison has so kindly eent me.

7 am indeed corry that distance prevents me from accepting what would be both an honor and a pleasure. It has been many years since I first had the pleasure of meeting you at Menlo Park, and I surely wish that you will have many happy returns of thes anniversary and live to enjoy all of the honors that you have earned by giving us so many secrets out of the great storehouse of us ture, and in so doing, have taken nothing from any man but added only, to the comfort and luxury of the whole world.

Yours has been a singularly fortunate life and I hope that you will live long to enjoy the fruits of it.

Most truly yours.

HARVARD UNIVERSITY

A. E. KENNELLY



PIERGE HALL GAMBRIDGE, MASS

Feb. 10, 1912.

Mrs. T. A. Edison,

Orange, N. J.

Doar Madam:-

On returning from New York this morning, I find the following telegram awaiting me:

*Dr. A. E. Kennolly, Harvard University. Please wire Mrs. Edison immediately whether you will attend dinner temerrow night. (Signed) W. H. Meadowcroft."

I am telegraphing you as follows:

Meadowcroft's telegram not understood. Sorry unable attend tonight. As writing.
A. E. Kennelly.

Hr. Mondowrowfit's telegram suggests that some invitation to dismer has been sent to me, but at the present time I have resolved no such invitation. I do not seen know of any dismer either in New York or in Orango, Hall I received such an invitation, I should have been very faind to accept as I wan in New York yeardedy (Friday) and could have stayed over. Porham some letter addressed to me has some setter of

With every kind wish to Mr. Edison and yourself, believe me, dear Mrs. Edison,
Yours very sincerely,

tonia sala sincerata'

a. E. Kennelly

Mr Meadoweraft DearSin: Enjoyable coming at the Edwins and I am pleased that heros honord with an instation-Iwas not as fortunate as pome of our boys as to have been around when the little brouge tableto (souvenirs) were distributed - if there is an extra one third can be specied would you kindly send to me by our factory wherey great others Sharking you in advance for your contrary on mather of the Burnsham for might Batch hope on

Peb. 13th, 1912

Er. P. A. Burnham, Jr., Bates Mig. Co., 50 Church St., Hew York City.

Dear Mr. Burnham:-

Your favor of the lith instant is received, and in reply I would see that Ere. Edison had only about fifty of the bronse tablets made. These were intended for the Dinner Cuests, of whom there were about 45. Consequently there were a few left over, which some of the boys were fortunate enough to secure. I have suggested to her the desire of the others to have them, and I believe she is considering the question whother or not to have some more made. If it is possible I will try to secure one for you later.

Yours very truly,

WHILE/ES

P.B.Shaw Pennsylvania Building Philadelphia, Pa

Feb. 13, 1912.

ur. Hendowcroft, c/o Edison Laboratory, Orange, N. J.

My dear Meadoworoft:-

plensure to me to have been present not the birthday dinner of Mr. Edison and meet so many of the "old boys", notwithstanding the grizzled condition of the dome of so many of them congratulate you personner and the properties of

distantion in to only your attention to the fact thin! I om anxious to have a copy of the flash light picture what was the have a copy of the flash light picture what was taken at the dinner, if there is any expense connected with this please devise me and I will be only too glad to result. In this connection I wish to say further who both ay daughters are as seen pand for the dinner cards with Mr. Edison's autograph attached. I feel sure that Mr. Edison's autograph attached. I feel sure that Mr. Edison's autograph attached to see that they are formarded to me.

It is my hope at an early date to go over to the laboratory and spend a day with Mr.

Very truly yours,

S-H.

SEATTLE CONVENTION-JUNE 10-13, 1912

NATIONAL ELECTRIC LIGHT ASSOCIATION



DAYSON OUTS STUR H HUNY MAGE CHICAGO ISA CHILAGO ILA T COMMERFORD MARTIN HECHTARY CHORGE II HARRIES TELESTES II BILLINGS ARE HECHTAIT ARE TELESTES IN THE BURNET TO SHEET OF THE CONTROL CHARLES II HODRICINGON MARTER OF TAKE

OUN P GILGHRIST PERSON PRANE M TAPE FIRST VICE-PRESSURE DAVIS COM

> New York MEA YOUR

> > NEW YORK, February 13, 1912.

W. H. Meadoweroft . Esc .. Pdisor Leboratory Orange, N. J.

Bear Mr. Meadoweroft:-

In my anxiety to get as many appropriate signatures as I could to the engrossed testimonial on Saturde night, I came away in a hurry having to take Arthur Williams auto In this hurry I left behind me in the large bedroom upstairs my package of papers, including menu and portrait and a red snake-wood walking stick with a silver band, which I had placed on one of the bureaus. I am most anxious to secure all this material and wrote to Mr. Miller about it on Sunday. If it is not too late I would very much like to have the portrait signed when it comes back as I am thinking of framing up the documents. I think the whole affair went off most brilliantly and acceptably and must congratulate you as I know you had a large share in the work.

Yours truly,

DAY LETTER

THE WESTERN UNION TELEGRAPH COMPANY

25,000 OFFICES IN AMERICA

CABLE SERVICE TO ALL THE WORLD

The Convert TILANMITH and DICLATERS convers with on accellation limited the Hallman which have been seen in the convert of the following of the convert of the following of the convert of the following of the convert of the following of the convert of the following of the convert of the following of the convert of the following of the convert of the following of the convert of the following of the convert of the following of the convert of the following

BELVIDERE BROOKS, GENERAL MANA

RECEIVED AT Orange II .J.

39 NY C 50 Blue New York NY 11

THEO. N. VAIL, PRESIDE

Thos A Edison

Orange N.J.

Hail to our hale and light hearted chief of sixty five winters. Sorry not to have been with old associates to homor you last evening mrs Bowker adds wish that the light you have shed on others pathways may for many years shine on your own best wishes.

R R Bowker.

Mrs Edison

EDWARD H. JOHNSON

908 MOO

COMMERCIAL CABLE BUILDING 20 BROAD STREET

DEan Meadowcroft.

Thank - I had a hagy notion that I had paid up but was

not oure -

Yes we had a good time the gast that an ald bors like you saw nothing historical

Or sentimental out of Kelle!"

on will say "hi the ma" (an of presenting of presenting Compiles me

reluctantly to acquiese to bow to the ministable "Nothing

Quenedo like Queser.

Jain Fruly St. Lohnago

Feb. 15th, 1912

Mr. B. B. Shaw, Williamsport, Pa.

My Dear Mr. Shaw:-

Your fevor of the 18th instant was required, and I am glad to learn that you enjoyed the bitthday calabration so greatly. It certainly was a memorable eccasion and most enjoyable, especially the meeting of old and esteemed friends like yourself.

You are certainly complimentary in regard to ryuelf, and I want to say that the only change apparent in you is a little additional weight, and your runatuche, like mine, her allowed semewhat, but that is more noticeable in you, for yours was so dark as I renember it in the old days. I was gled to see you looking so hearty and rungered.

As to the flashlight picture, it came out well, and I have ordered one for you. The cost will be \$1.50, and I will ask the photographer to send you his bill, so you can remit direct.

I am sorry to say that there were none of those photos of Er. Maison's left, but Ers. Edison is considering a duplication. If it is consummated I will get one autographed for you.

Howing to have the cleanure of seeing you over here

Hoping to have the pleasure of seeing you over here at no distant date. I remain

Yours very truly.

WHM/ES

Dear Mrs. Mdison:-

The following is a list of our people here at the Works who were invited to the Reception, but who did not receive any souvenirs last Saturday Night. They are all very

G. R. Youmans

ceive any souvenirs last Saturday Hight. They are all very desirous of having the Paperweight, Photograph of Pr. Edison,

and the Brown Polder, if possible: Carl H. Wilson

F. K. Dolboer J. T. Rogers

G. E. Goodwin F. L. Eckert

C. E. Goodwin W. L. Eckert

Walter Stevens J. W. Farrell

L. C. HcChesney W. Maxwell

Nolson C. Durand D. H. Bliss

3. H. Phillips F. A. Burnhum, Jr.

H. T. Leeming Walter E. Holland

E. E. Hudson H. G. Plimpton

I would suggest that if you decide to have a new supply of the Paperweight, Photograph, and Folder made, that a set be sent to

Major Eaton

Mr. Wurth (Senior)

The following persons would like to have the items mentioned after their names:

iar. Geo. F. Horrison -- Paperweight

Mr. Martin -- Photo- Menu - Paperweight

Mr. Hoore -- Folder and Photo

Mr. Jamison -- Folder and Photo.

Yours very truly,

WHM/SS

My dear and beginned to Meadoraft I feel that you west have thought it very strange that I did not allend you Birthday dinner and that my name did not appear on the Loving Cup which was presented to you on that occasion. In justice to myself I must tell you that through some unaccountable Carelessness Idid not receive any invitation, not did I even know that you were giving a dinner until I reached your house at 8.30 P.M. for the re-Repliew. However that did not water so much, but the fact that I was not permetted to take a part in the Buthday present to yourself has

Cut me very Realy. No opportunity was offered me to join in this presentation was nor did I know anything about it until I saw the cup. I received In Educais kind invitation to the reception - which I duly acknowledge and In Chas L. Clarke Rendly took charge of the hand some somewine paper weight logether with your photograph and the buthday verses which were put at my place at your during table, and he gone them to me during the evening. In Logier has written we expressing his regret that I ded not receive any notifications, but stated that he was quite mable to account for it. I should have written to you before on this matter, but only received Loquer's letter on Saturday, and thought it best to wait until some possible

explanation of the facts might be forthcoming from him. my reason for writing now is simply to explain my absence to - so that you may not think it was due to any disrespect or lack of courtery to yourself on my part. yours very truly To Thos. A. Edwan Esy Llewelly w Park New Jersey-

ROCHESTER RAILWAY AND LIGHT COMPANY

ROCHESTER, N. Y. February 19th .. 1912.

Dear Hr. Headowcroft:-

Remlying to your letter of February

14th., I beg to say that I am leaving for New York tomorrow night, and will take my bones with me and call at your record-

ing rooms so they can make the record for Mr. Edison.

Mr. Wm. H. Meadowcroft, C/o Thos. A. Edison, Grange, N. J.

ь/н.

Schwedady N. 7. Feb 22 00/12. My dear Mr Meadower oft, You must have thought it very Strange that I did not attend the Edison's Birthday duner, or join with the rest of the old Educa men in the fre-Sentation of the Loving Cup. Treate, never felt so mostefied before and did in being debarred from these oprivileges surply on account of a Careless mistake on somebody's frost M' Lozier wrote we that he voluntion to Send out the invitations - but was Called West on business and left the mailing in the hands of Black Starr and Frost - and the am. Letter Co. and he expressed his succes regrets for

that my name was unaccountably omitted - I have made some unidigation and find that a circular letter dated Jan 27th and marked Personal was sut out to a few of the oldest of the Edica men, inviting them to subscribe an extra \$1000 Each toward toward the purchase of the loving cup - Whether my name was ometted from this list or whether the invitation was sent to me and lost in the mail I do not know but I never received the avoilation, I certainly would not have wised it for ten times the subscription asked To make watters worse I never received the engraved inveloles to the demur and ded not know anything about eithe & Cup or the dinner until I arrived at Mr Educai house at 8.30 in response to an invitation received from In Solesan to attend the reception

I was then informed that a place has been reserved for me at the table, and IW. C. L. Clarke Kindly look charge of the beautiful somewin paper weight with Mr Edison's photoand Birthon verses and landed there If al that Mr 4 Mr Edison must have been surpried at my absence and in justice to myself I wrote to M' Edison the other day and told how the fact, so that he might not think me quilty of indifference or disrespect " I can hardly tell you how keenly disappointed I have felt over the whole (town) unfortune office - and as one of my oldest funds Thought I would let you know about it Swanty Jour W.S. Ludrews. Kountzie Brothers, Bankers

InvestmentSecuritiesDepartment, S.S.Farman,Manager

New York, February 24th, 1912.

Mr. W. H. Meadoworoft, c/o Thos. A. Edison, Orange, N. J.

My dear Mr. Meadowcroft:

I had a talk with Mr. Furman in regard to your son. He told me that bond salessen in the embryo received about \$16.

or \$18. a week, and that when they became experienced they received from \$40. to \$60. a week, and that it generally took from one to two years, depending on the man, to reach this development. If these figures are of interest to you, I will at once take up with him the matter of your son, to see if it is possible to obtain an opening for him.

On Monday will be sent out letters to the delinquents.

Concerning the Andrews matter, the Committee would be
quite willing to have his name put on the cup, but not in the
middle, as suggested by Mr. Clarke. What we could probably do,
if space permits, would be to put his name at the head of the
left-hand column and add the name of Charles G. Y. King to the
top of the right-hand column. Will you see if this is practicable
and also ask Mr. Edison if he is agreeable.

I am going to Boston to-night and will return on Tuesday, and will be glad to hear from you.

Vine was the chip arguer from of the Toom out that Toom out that of men chip lay for M. Insull

Mr. Robert T. Lozier, o/o Kountze Bros., 141 Broadway, New York City.

My Dear Mr. Lozier:-

I am in receipt of your estemmes fever of the 84th instant, and mant to than's you very much for your kindness in epeaking to Dr. Furrain on the Bond Selesmon matter. I will talk this over with my son and let you know inter about 14.

In regard to the names on the oup, I suppose you will also send latters to Borgmann and Jehl. I am sure that they will only be too glad to send on their contributions. When you write to ir. Upton you had botter address him Union Bldg., Nowark, N.J., as he has been in California and I think is on his way back. The Hewark address will reach him, as it is his Office.

As to Erl Andrews, he wrote a letter to Er. 2010 on and also to me. On talking the metter over with Er. 2010 on, he was quite willing to have Andrews' name put on the oup at his own expense if need be.

Since that time I have heard that Dr. Kennelly is also very desirous of having his name on the cup. This with

Mr. Charles J. Y. King, would make three. If these are put on I think we should close the matter right there, if the rest of the Committee are agreeable to having these three manes put on.

I want to hear from you first as to Dr. Kennelly, as I understand the Countitee is willing to have Andrews' and King's name on. You will remember that Dr. Kennelly was vary close to hr. Edison for remy years, and while he does not date lack to 65 Fifth Ave., he comes in very close to that time.

I am sending you a copy of the photograph of the cup to-day. It does not seen as though there would be room to put one more name on the top of each column, but there seems to be plenty of room to put three names down at the end ofter Arthur Walliess' name; they could be strung along singly like Wirth and Williams' names. What do you think of its

Before speaking to Er. Edison about ling I would like to know what you say about Dr. Komnolly, so that I can make one job of it. You had better let be know as coom as you can, because Er. Edison will be going to Pleride in a few days.

Yours very truly,

WIIM/ES

Feb. 26th. 1912

Mr. W. S.Andrews, c/o General Electric Co., Schenectady, N. Y.

My Dear Mr. Andrews:-

Your esteemed favor of the 22nd instant was received, and I must ask you to kindly excuse the edgy in
answering mene, as I have been extremely busy. I felt excoedingly norry that the did not vermit me to have a little
further talk with you when me not be. Edson's house on the
10th instant. You could see for yourself that I was kept fairly
well on the jump. It was unfortunate that an error crept in
in regard to the invitations and that you were not present at
the Dimor. You may rest assumed of one thing, and that is
that neither linear res. Edson felt that you had been guilty
of any indifference or neglect. That is very cortain, so pray
ddenies it from your mind.

As to the Loving Cup, I think we shall be able to arrange that your name may be put upon it. I am speaking a little prematurely, but please treat this confidentially until you hear further. You are not being forgotten I can assure you. With kindest regards, I remain

WHE/ES

Yours very truly.

SEATTLE CONVENTION-JUNE 10-13, 1912 NATIONAL ELECTRIC LIGHT ASSOCIATION

JOHN P GILCHRIST PARABET CHINAGO ILL
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DATON GOIO
ARTHUR S HURY SECOND VICE-PRESIDENT
COMMERTORIO MARTIN SESSETARY





HEN YORK, February 28, 1912.

U. H. Mendowerest, Req., Edinon Laboratory Orame, ii. J.

Dear Mr. Handowereft:-

THE OF THE PROPERTY OF THE PROPERTY OF H BILLINGS AND SHORMAN AND TH MYNNETT W HURDETT GROENL CO

> I am much obliged to you for the handsome photograph of the loving one. I would say that I have seen E. H. Johnson with regard to the inclusion of the names of Andrews and Kennelly. He sees no objection whatever to the first name but does not think it would be right to put Kennelly's name on as he had nothing to do with 65 Fifth Avenue, and the oup is specifically inscribed to that effect. I have explained this matter to Dr. Kernelly and am sure there will be no hard feeling.

As to Andrews, Mr. Johnson suggests that you send the cup back to Black Starr & Frost, addressed to him, and he will so over and see about it, notifying him at the Union League Club. He thinks that Andrews! name can be added at the foot of the list but should not go anywhere clse.

Lauatus.

DODEDT TI OZIED ENGINEER

> IAI RODADWAY March 4th. 1912

Mr. J. P. Ord. State Street, Albany, N. Y.

My dear Mr. Ord: -

In settling the accounts of the Committee which had charge of the Edison Birthday Receptions I find that you have remitted \$3.00 in accordance with our circular letter describing the Edison Reception, which took place after the dinner.

It was decided by your Committee to purchase for Kr. Edison a loving cup, the names of the donors to be engraved on the obverse side, and your name was included. The additional cost by reason of this cup is \$10. per person, and if you care to subscribe will you kindly remit this amount to Mr. W. H. Meadowcroft, Treas., C/o Mr. Thomas A. Edison, Orange, N. J.

I am at fault in not advising you of this sconer, but unfortunately I have been away from New York almost continuously for the last two months.

I feel that we all had a most enjoyable evening and it was fine for so many old friends to get together.

With best wishes, welieve me,

Nieve me,
Yours faithfully,
Not I. Agili
Chairman.

Met 2/m Dear headowery Norting ed five me more pleasure than configing with Logien suggestion. Shad a paid time that for the was telightful torneet again the real old wood. I particular to find hw Edin to young Theats. By mirtake & left my the picture f T. A.E. Which was at my plate that my mame on it If you come fuch har lettere have it ! would be thankful toen, pateful of the Wig wil but his auto in it. Spr Ruis

ARTHUR WILLIAMS FIFTY-FIVE DUANE STREET NEW YORK

5th March 1912

W H Mendoweroft Esq Treasurer c/o Mr Thomas A Edison Orange H J

My doar Sir

Permit me to hand to you herewith,

upon behalf of Er Arthur Williams, a check for thirteen dollars in connection with the loving oup precented to Er Edicon upon the occasion of his Seventy-Pifth birthday anniversary.

Yours very truly

(Enclosure)

Mi V

N NMWHALL Secretary Schewetary My March y 14/12

My dear Mr Meadoweroft Thank you very much for your Kind letter of Feb 26 th. I sincerely hope that you will be able to get my name put on the loving Cup as I feel disgraced in not having it there - altho not to blame for the omession - I shall cherfully bear any satra expense over and above the regular subscription of \$10 = Sapprecente your Kind enterest very much and with best Summer Jour S. Susawy.

SEATTLE CONVENTION—JUNE 10-13, 1912 NATIONAL ELECTRIC LIGHT ASSOCIATION

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NEW YORK, March 7, 1912.

7. H. Meadoworoft, Esq., Edison Laboratory Grange, N. J.

Dear Mr. Meadowereft:

I have yours of March 6th and am glad to know that Hr. Edicon consents to the addition of the names of Andrews and King. I have seen Lorier at the Club a couple of time this week and moke to him about the matter and am glad to know that it is now in food shape.

It was certainly a most delightful time last Saturday night and I shall read the number of Herpers that describes it with great interest. The Cines of Sunday morning had an excellent report of several columns.

Yours truly,

2

GENERAL ELECTRIC COMPANY

PRINCIPAL OFFICE SCHENECTADY, N. Y. In Reply Refer to

March 8th. 1912.

Mr. William H. Meadowcroft,

Edison Laboratory,

Orange, N. J.

My dear Mr. Meadowcroft:

- I have just now received a letter from Mr. R. T. Lorier stating that arrangements have been made to have my name engraved on the Edison Loving Cup and requesting me to send you \$10.00 as my contribution towards presentation, which I have much pleasure in doing.
- I feel very much gratified that this matter has been so satisfactorily concluded and wish to thank you most cordially for the kind efforts you have made in my behalf.

Yours very truly.

WSA/LH

M.S. Sudrews

CENTRAL SERVICE CORPORATION 141 BROADWAY

3/9/12

OBERT T. LOZIER

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It has received 66 Photos My the cost will h \$150 - Ik are going alread with it.

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Good luck Rout



Mr. W. H. Meadowcroft, o/o Thomas A. Edison's Laboratories, Orange, N.J. - U.S.A.

My dear Mr. Meadowcroft:-

Many thanks for your letter of the 23rd ult., enclosing newspaper clippings describing the Edison Birthday Celebration.

You have no idea how disappointed I was at not being able to be present on this amspictous occasion and it made me quite homesick to see all the names of our old friends. From all accounts it must have been a very great success indeed and I congratulate all concerned for the efficient manner in which this survoyiee party was sprung on Edison.

I hope to be able to come over some time this year and see all the boys again.

With kindest regards,

ours sincerely,

foreste nov

Mar. 11th. 1912

Mr. W. S. Andrews, c/o General Electric Co., Schenectady, N.Y.

My Dear Mr. Andrews:-

I duly received your estaced fevor of the 8th instent, emclosing your check for \$30.00. which, with the remittance you made before, is your pro-rate of the expenses in connection with the loving oup and testimonial given to liv. 3dison on his 65th birthday. Personally, I also feel very much gratified that the matter has been concluded in a manner satisfactory both to you and to all of us. I have east the loving oup to Hew York to have your name engraved on it, so that you will be handed down to posterity with the rest of the "boys".

With kind regards, I remain

Yours wery truly,

WHM/RS

TREASURER FOR COMMITTEE

Hardh 11th, 1912

J. P. Ord. Esq., 459 State St., Albany, H.Y.

Dear Mr. Ord:-

I am in receipt of your entermed from of the 9th inst., enclosing your check for \$10.00 to cover your share of the expenses of loving oup etc. for Mr. Ráison's 55th hirthday. Flease accept thanks therefor. I am glad that you so theroughly enjoyed the rounion of the real "old timers". It was certainly a next memorable gathering, and I think that everyone enjoyed it greatly. I know that it afforded Mr. & Mrs. Maison particular pleasure. He has seemed quite happy shout it.

In regard to the photograph of Mr. Edison which you left, I am sorry to say that his pictures which a few of the guests had unfortunately left were "gobbled" by other people. Severel of our friends were in the same predicament as yourself, and I took the matter up with Mrs. Edison. I believe she is having some duplicates made, and when they return from Florida in about a month, I will look after yours and get Mr. Edison to autograph it.

Yours stneerely.

WHM/ES

Mar. 15th, 1912

Edward H. Johnson, EBq., 20 Broad St., New York City.

My Dear Mr. Johnson:-

I received your favor of the 13th instent, and in reply would say that the original photos from which the figures were made on the bronze souvenirs were supplied by Mrs. Edison, and as she has gone away to Florida with Kr. Edison, I cannot get them. I have been hunting around, however, and can get copies, which I will send to you early next week.

I will also send you a photo of "Old 65", and also one of your Christmas tree in the early days; I just turned it up and thought you night live to have it.

The stock ticker was taken from a line drawing, and I will try and get a picture of that for you, and also one of the battery.

I received a letter from Mr. Lozier asking me to send to Dempsey & Carroll pictures of 65 747th Ave., Bergmann & Co., Menlo Park and Llewellyn Park; also a copy of Mr. Edison's photograph. Do these relate to the same thingthat you are writing about? If so, I would say that I have no picture of Bergmann & Co. mulding.

Please let me know.

WHM/ES

Yours very truly,

ECHELDEL ENTY-THIRD STREET NEW YORK March 15,19/2

SEATTLE CONVENTION—JUNE 10-13, 1912 NATIONAL ELECTRIC LIGHT ASSOCIATION

EXECUTIVE COMMITTE

Jose P GLOSSET

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NEW YORK, March 18, 1912

W' H' Headowcroft Edison Laboratory Orange, N. J.

Dear Mr. Mendoworoft:-

I have yours of March 8th which should have been answered before, but I am only now catching up with my correspondence. I believe the man who wrote to me about the Edison Book from Brooklyn was Dr. Atkinson of the Brooklyn Polytechnic Institute, in fact I feel sure of this but commont lay my hands on his letter. I believe he would be very glad to co-operate with you.

Yours truly,

Cable Address "Edison New York"

Trom the Laboratory Thomas A. Edison, Orange, NJ 1801, 1912

Edward H. Johnson, Esq., 20 Broad St., New York City.

My Dear Mr. Johnson:-

I am sonding the photographs you desire, under separate cover, and trust they will be satisfactory for the purpose. I am sorry that I cannot supply a photograph of Bergmannia, but I do not find one around here.

I have had some inquiries as to whether the group picture that is going to be made of the photos of the "Boys" will be capable of reproduction so that some of them could get a copy at a very moderate amount.

Yours very truly,

WHM/ES

W"Helleadowards Thanks.

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Sárginyezine: "Egyenáram." Telefon:3-52,3-63, 3-54.

Budapest, Merch 19th. 1912

My dear Meadowbroft:-

I beg to acknowledge the reception of your favors bearing dates as follows, January 16th with copy of Monnote letter, February 18th.from Edison, February 18th.from Edison, February 18th.from Edison, February 28td.with newspapers clippings ect. all for which my best thanks. I beg further to acknowledge that I have also received the photos of the cup and that of the dinner party, which I expect to publish in a continental weekly and will send you a copy when it appears.

Enclosed please rind my cheque towards the expenses of the cup ect. and will ask you not to be healful about sending me and de Fodor each one of the plagues I have read about that the invited received at the dimer.

Hoping that you are enjoying good health, and with kind regards and compliments to all, I remain,

Yours very sincerely,

Francis Jehl

PS. Please acknowledge.

Mar. 20th, 1912

Edward H. Johnson, Esq., 20 Broad St., New York City

My Deer Mt. Johnson:-

I am in receipt of your esterred favor of yeaterday and am glad to learn that it is your idea that each man shown in the group picture shall have a copy, and I am sure everybody will be glad to learn of it.

As to putting C. C. Y. King's name on the loving oup.

I note hr. Lozier's letter and also your remarks. I hope that the
name has hot been engraved on the oup.

I sent the cup to Black, Starr & Prost and told them that either you of Mr. Lozier would instruct them as to any additional names to be emprayed thereon, so unloss Lozier or yourself have instructed them they are still awaiting directions. If so, the natter is still in our control, and the only mass to be emprayed would be "W. S. Andrews."

I don't know why King is sore. Anyway we certainly
do not want anyone who is not in accord with the epirit of the thing.
He was formerly the Chief Engineer of the old Construction Department at 65 Pitth Ave. and I believe he is now one of Mr. Insoil's
chief ongineers in Chicago. His name is not on the cup as far, so

(8)

the matter is within our control.

Yours very truly,

cm/28

Mar. 20, 1912

Mr. F. R. Upton, Union Bldg., Newerb, H.J.

My Dear Mr. Upton:-

Please perdon the delay in acknowledging your favor of the 15th instant, enclosing your check for \$13.00. your contribution towards the lowing cup and testimonial for

Mr. Edison.

I shall hope to have the pleasure of seeing you

before long.

Yours very truly.

WHM/ES



ANDVERSESSING NOVERSEDS. BADGES, BUTTONS, CELLULOID SPECIALTIES.

SIGNS HETAL HOVELTIES GOLD & ENAMELED EMBLEHS & PINS. LEATHER GOODS & BANNERS.

NEWARK, NEW JERSEY,

March 25, 1912.

Mr. Meadowcroft, C/o The Edison Laboratory, Orange, N.J.

Dear sir:-

In accordance with your recent telephone request, we forward herewith two small photographic prints of each of the following; Edison Battery Yold stock ticker, Menlo Park building, and Orange Laboratory building.

We regret that it was immossible to forward these at an earlier date.

Yours very truly,

THE WHITEHEAD & HOAG COMPANY.

METAL SALES DEPARTMENT.

HCP-HAM.

Manager.

BRANCH OFFICES:

EDWARD H. JOHNSON COMMERCIAL CARLE BUILDING Ter. 1424 Beeron 20 BROAD STREET NEW YORK WELL 191 DEn Miadowoods bles I want as picture of Edison I want that last one, The one that Martin has, In the hear yes in my opinion; Mosioner I want it personnel by "Keyes as I have no real good am 60 late - 6 Tell Hammer Qued his Picher along Gens Waithful When will the motion return of the the

POPULAR ELECTRICITY MAGAZINE DEARDORN AND LAKE STREETS CHICAGO

OFFICE OF THE EDITOR

April 3, 1912.

Wm. H. Meadowcroft, Esquire, Laboratory of Thomas A. Edison, Orange, New Jersey.

Dear Sir:

It was very thoughtful of you to send the addresses of the guests at the Edison banquet that we might call their attention to the magazine.

all out of April issues and cannot sand them copies at present. However, we have written them a card telling them show the article and that the magazine can be bought on the news standal about the action of the card that the magazine can be bought on the news at the magazine can be bought on the news at the card that the c

At your request I am returning the list herewith.

Once more thanking you for your kindness. I am.

Very truly yours,

H.W. Young-BL.

April 4th, 1912

Mr. Francis Jehl. Vll Kazinczy-Uticza 19. Budapest, Hungary.

My dear Jehl:-

I am in receipt of your favor of the 19th ult., and am glad to learn that you received my lotters, newspaper clippings and photos. I also note that you are going to publish an account of the dinner in a Continental Teckly, and shall be glad to see a copy. Possibly you may redeive the Popular Electricity Esgazine in Eudepest. If so; you will find a little illustrated article by no in the April number. If you do not get this monthly in Eudepest, you might write to H. W. Young, Editor Popular Electricity Magazine, Dearborn & Lake Sta., Chicago, Ill., and I am sure he will be glad to send you a copy.

I beg to thank you for your contribution towards the expenses of the loving oup, etc., which has been placed to your gradit.

As to the photo and bronze paperweight, these were given by Mrs. Rdison, personally, and she only had enough made for each one of the Dinner Guests. There have been so many requests from the 'bld timers' for these souvanirs that I saked her before they went to Plorida last month to have them duplicated.

She thought she would do it, but the matter has been suspended until they come back from Florida, which will be in about ten days. I shall take the matter up again with her and hope in due time to be able to send you the souvenirs.

I am thunkful to say that I am enjoying good health.

and trust that it is the same with you.

With kind regards, I remain

With kind regards, I remain

Yours sincerely,

WHM/ES

EDWARD H. JOHNSON 20 DECAD STREET ---NEW YORK apl. 142 DE Meadoweroft Can you possibly get me a good Photo of This Machine I am preparing a Comparity Edison quest work and I am not Satisfied to have that on The dump alone as I consider that in his dynamo - of which This machine quis the best Ide. The in reality laid the foundation that make for the modern Electric Most my the Railer on dight had but by the Railer on do mell - Mithaut this Tours Forague Caula have done nothing Let me have a good Man picture if you have

Mr. Arthur S. Boves.
o/o Blaugas Co. of America,
381 Pourth Avo.
New York City.

Dear Mr. Beves:-

Your esteemed favor of the 24th instant came to hand, and I must ask you to accept my apology for the few days' delay in replying, as I have been so rushed.

I do not wonder that you desire to know about the completion of the photographic group. The work is progressing and I understend from Mr. Loxier that it is almost finished. I think that before a great while you will

almost finished. I think that before a great while you will receive a notification from him to that affect.

As to the story of the birthday colchration, I wrote an article for "Popular Electricity", but just at this

moment cannot reasonber whether it appeared in the April or May number. However, if you write you M. W. Young, Editor of Popular Electricity Ragazine, Dearborn & Lake Ste., Chicago, Ill., I think you will probably be able to get a copy.

As to souvenirs, Mrs. Maison only had a limited number done for the Dinner Guests, and a great meny applications from the other old friends have been received. I have had

May 28/12

several conversations with her on the matter of duplicating souvenirs, but thus far she has not done anything about it. Possibly she will still be willing to take sums action later on.

With kind regards, I remain

Yours very truly,

WHM/ES

Chillian,

July 13,1912.

Mr. E. H. Johnson,

Union League Club, New York, N.Y.

Bear ur. Johnson:-

The Edison group picture is finished and you and Charlie Benton can see it at Dempsoy and Carrol's on Monday, or they will hold it later, if you telephone them to do so. An easel will cost \$35 extra and will cause delay. If you all agree, I think it best to cut it cut.

I would also suggest that Meadowcroft set up the pic ure in Edison's library, and then you can go out there after it arrives and see how the old man likes it. This will be in the nature of a surprise to him, but if you have any other plan by all means railor it out.

I enclose copy of letter which the American Letter Co. will mail to those whose pictures appear.

pergive me for taking the reins in my hand in this manner but had to leave unexpectedly for the west and thought it

No. 2 E.H.J.

best to get the job done. Will be some about 10 days. My
address is First National Bank Eldg., Omaha, Neb.
With best wides,

Yours faithfully

Luly 15/12. My By Mea Loweroft Logic asked Martin of to inspect the Group Photo rij ok to let it go to you to be Thing in the Library We found it an exellent bit of work + William Mr Edison min like it -I was greatly disoppainte in finding Batchelors section missing, I

presum Logier Could not find one The remarked on the difficult when I hard Sawhin I told Tim that I thought you could resurrect our, Otherwise the necessias is a happy one Yours my Ethermon

Denr Friend,

Your committee is eighted the Propert that the Edison Group
Picture has been finally completed and will this week by presented to

It contains "65" photographs of Mr. Zdison's associates of the days of 65 Fifth Avonue. Each photograph received has been reduced to a standard size and tone containing the naze of each person engrossed under it; and we feel that Mosers. Despasy and Carrell have turned out a very satisfactory place of vork.

A 14 by 10 negative has been used and those who desire to have a photograph of the same on not set by miling two dollars to Mr. Williem H. Mendewrort, care of Thomas A. Edison, Orange, N. J. While this sum is in access of its actual cost, still the expenditures incident to the calebration, including the cest of this picture, were in excess of the contributions received, and we hope to make up the deficit in this manner.

The original photographs which we have received will be returned, and we have thought best to hold them so that they can be sent in the same peckage with the group picture, if the latter be ordered.

The doley in completing this group picture has been due to the difficulties encountered in getting the proper photograph together, but now that the work is dome, your committee trusts that it has acted in accordance with your desires, and unless instructed to the contrary, will consider itself discharged.

With best wishes, believe us to be

Yours very truly,

Robert T. Lozier, Cheirman. E. H. Johnson. Charles A. Benton. T. C. Martin. William H. Meadowcroft, Treasurer.

[ATTACHMENT/ENCLOSURE]

boy There to a le co

Dear Friend,

Your committee is at last able to report that the Edison Group picture has been finally completed and will this week be presented to Mr. Edison.

It contains "65" photographs of Mr. Edison's associates of the days of 65 Fifth Avenue. Each photograph received has been reduced to a standard size and tone, containing the name of each person engroussed under it; and we feel that pessrs. Dempsey and Carroll have turned out a very satisfactory piece of work.

A 14 by 10 negative has been made and those who desire to have a photograph of the same can do so by mailing to Mr. William H. Meadowcroft, care of Thomas A. Edison, Orange, N.J., two dollars. While this num is in excess of its actual cost, still the expenditures incident to the celebration, including the cost of this picture, were in excess of the contributions recoived, and we hope to make up the deficit in this manner.

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[ATTACHMENT/ENCLOSURE]

No. 2.

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With best wishes, believe us to be

Yours very truly,

Robert T. Lozier Chairman

E. H. Johnson

Charles A. Benton

T. C. Martin

William H. Meadoworoft, Treasurer. The ST Mentawer oft Many Charles Delined Free Street Stree

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I wien a svine you as

El Galeway

20 BROAD STREET My it neadoweroft Thanks dop the hint - if was quite Lemin on ruy part Mus to mountly acknowledge to Edison personally his telegram I suppose I sub envisionely gos the Edea I had days so When I advised you of it necept - Martin I aime Came Out probably on Wednesday I Cair water manday or Tuesdy as I have important Engagement; here both day in he heaven Matters - Win admin you When I see martin Elishuaow

NATIONAL ELECTRIC LIGHT ASSOCIATION

PHANIL M TAIN Personner
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4000 HRYANZ

South Filliams for the State of State o

HET YORK, July 24, 1912.

W. H. Headoworoft, Esq., Edicon Laboratory Orango, N. J.

Bear Meadowgroft :-

Please note the enclosed which I have received from Johnson, from which it will appear that he will not have t me to come out to the Laboratory at all I Tellowe Lorier is in the west so I shall be glad to have your advice as to what had better be done about it. I am loaded with committee meetings and am going out of four early most week but of course would like to give the matter much attention as it requires.

Logic is in tormand telephones we that Johnson to pushably coming at after all, Turnsolary.

[ATTACHMENT/ENCLOSURE]

COMMERCIAL CARLE BUILDING EDWARD H. JOHNSON 20 BROAD STREET TEL. 1424 RECTO aug. 2 -My Dr Mendoweroft. Had quite overlaaked the matter Plekse selvet me a gavaran Robbie gave me oue which I turned our to Manington who can't offere to they our I had a great day but with you chaps when mo Edison rounded it out heartiful by the demedian at their there the made it a long our only retired at 3 Fu. Who there any Eches in the Laurewhat bailinain asqueet Over the Phonograph : Your Faitfull Hapurano

aug. 20 - 1912. Queiam St. Meadowers ftof Edian Laboratory Grange. U.J. My dear Meadowerfe On my non book from In my chique for \$2. for Copy of - Edwin Group plato rigarding which durn tood a couper of notices, Supposed no need of- hooki + Din been away for some Wester Muy huly young Ha

estublished in New York

independently

Mr. Edison's personal interests and a cight other Edison interests at the o Franklin institute Electrical Exhibition. I Later he became confidential assistant to the president of the purent Edison the fall of 1884, when he took charge of

William J. Hammer:

improvement and interpretational control interpretation in the workfooth control interpretation in the workfooth control interpretation in the workfooth control interpretation in the workfooth control interpretation in the workfooth control interpretation in the workfooth control interpretation in the workfooth control interpretation in the workfooth control interpretation in the workfooth interpretation is wifeling in the workfooth interpretation in the workfooth interpretation is wifeling in the workfooth interpretation in the workfoo In speculating upon the present greatness and the all-encompassing actually turns the mind back to those who in the early days bomed large as

William Joseph Hammer, son of William Absander and Martha A. Beltack Hammer, was born in Cressoma. Schuylkill Comury. Pto. Pedruary Schuylkill Comury. Pto. Pedruary Schuylkill Comury and public schools of his the private and public schools of his the private and public schools of his

in the private and public set Newark, N. J., and in atten-dance upon lectures abroad-In 1878 Mr. Hammor be-came an assistant of Edward Maleable Nickel Company:
In December,1879, the became
an assistant to Thomas A.
Edison at his laboratory at Weston of Newark, N. J., at he works of the Weston

English Edison Company be installed in London the Hol-born Victories central studion of 3,000 light capacity. This was the first central studion for incandescent electricitytting established in the world (started up Jan. 12, 1882). The New York Edison station Atomosa, as in antitutory til Monlo Park, N. J. He was engaged with Mr. Edison on his technoles work, electric ratheny, and the general towk goings an the hebratory but the greatery part of his time was devoted to work upon the incandoscent electric lamp, in the fail of 1881, while electrician of the Edison lamp factory, he was sent to Enr-land by Mr. Edison as assis-tant to Mr. E. H. Johnson, and as chief engineer of the

the develop AM J. HA culting Engl

country, and the contentions in this country, and the collaboration of t taken a prominent part in

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congress—with a parametrization of a congress—with a Artist of consultation of a the Parabilit institution of represented the A.I.T.E. at the "Hall of Dame"core than A.I.T.E. at the "Hall of Dame"core of the parameters of versions para-ers which have been lessed to thin, and are solid have been lessed to thin, and are solid have been lessed to thin, and the parameters of the parameters of the representation of the parameters of the representation of the parameters of the the backets in the electrical industric-tion of the parameters of the backets in the electrical industric-tion of the parameters of the backets in the electrical industric-tion of the parameters and the parameters of the the backets in the electrical industrical to the backets in the electrical industrical and the parameters of the backets of the backets of the backets in the electrical industrical and incuming the fraingless of the backets of the parameters of the parameters of the parameters of the construction of the parameters of the parameters of the tention of the parameters of the parameters of the construction of the parameters of t occasion to visit abroad frequently on behalf of his clients, and has been a del-egate representing the United States and national engineering organizations at as a consulting engineer. He has had

to the presentation of the plant community, and concurred to the plant community, and concurred to the plant community, and concurred to the plant community and concurred to the plant community, which peak he would improve the term along the plant community, which peak he would not be a plant community, and the plant community and older community, and community, and community, and community, and community, and community and community, and community is the plant compared to the community and community, and community, and community, and community, and community, and compared to the community of t

WILLIAM

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ser returned to America in

Aug. 22/12

Mr. Wm. J. Hammar. 153 W. 45th St., New York City.

My dear Mr. Hemmor:-

I have received your favor of the 20th instant, enclosing your check for \$2.00 for copy of the Edison group photo. These will be ready in a few days and one will be sent to you in accordance with your direction.

I om glad to have a biographical notice of yourself, and beg to extend my congratulations to you thereon. With kind regards, I resein

Yours very truly,

WHM/ES

Edison General File Series 1912. Birthday Greetings [not selected] (E-12-21)

This folder contains letters congratulating Edison on the celebration of his sixty-fifth birthday.

Edison General File Series 1912. Book and Journal Orders (E-12-22)

This folder contains correspondence and other documents relating to books sent to Edison or ordered by him, along with items pertaining to his book collections in West Orange and Fort Myers and his subscription to news clipping services. In addition to correspondence with publishers and book dealers, there are letters from authors Robert Grau and Elbert G. Hubbard, chemist Herman E. Kiefer of the Edison Portland Cement Co., and longtime associate Arthur Williams.

Approximately 20 percent of the documents have been selected. The material not selected consists of routine orders, letters of transmittal, and unsolicited correspondence.

TELEPHONES 7150 | MADISON SQUARE

wylv

Mr. H. F. Miller, Edison Laboratories, Orange, N.J.

My Dear Mr. Miller,

Several weeks ago I sent Nr. Edison a copy of my forthcoming book entitled "The Silent Bullet: The Aventures of Craig Kennedy, Scientific Detective." I wonder whether he has had a chance to glance at the thing, and, if so, what he thinks of "science" and "ortmo"?

At the time, I asked whether he would be so kind as to suggest in an interview some possible ways of using science to detect orize and he replied through you that he would be glad to write later on the subject. I should be very glad to see him angitime at his convenience, if you would be so kind as to bring the matter to his attention again. I recall that when I interviewed him last fall for the "Century Magazine" he said he was very much interested in detective stories.

Jam,

Very sincerely yours,

Infur Polleeve

B. J. HENLEY HEALTH CULTURE SPECIALIST

Mr. Thomas A. Edison,

work after reviewing it.

Menlo Park, N.J.

My Dear Sir:-

I was somewhat interested in a published view with you in Sunday's paper, in which you expressed your views on Health and Long Life.

My new book, " THE ART OF LONGEVITY, " embodies the principles expressed by you along these lines, and feeling that the work would interest you, I hand you, under separate

cover, a complimentary copy of same. Would be pleased to have your opinion of the

Turlock, Cal. R.F.D.#1.Box136, BEB. 20th, 1912,

Mr. Thomas Edison.

New York, N.Y. Dear Mr. Edisoni-I send you under another cover my new book, the SCIENTIFIC DIAL

PRIMER, as a tribute and a recognation and appreciation of your many wonderful inventions. I have followed you you with intense interest for nearly thirty years, and recognize in you the greatest inventor and benefactor to the human family of this age.

Very Respectfully and Sincerely Yours

AHallner

(Cayelapa)



February 21, 1912

Dear Mr. Edison:-

Will you please send us the names of some of the Elect Few - those who have the open mind - whom you think might appreciate The Fra, and thus extend the circle of commonsense!

You will be glad to know of the success of our American Bible.

We are all supposed to be familiar with the words of Franklin, Jefferson, Lincoln and Emerson - but the fact is, the average man isn't.

To supply, in convenient form, the best that these great American prophets have said, and thus help people to live wisely and well, now and here, is surely being appreciated. Isn't the world growing better! It looks like it.

With all kind wishes.

Your sincere

Thomas A. Edison,

Eccut Husbard

Manufacturers Record

Richard HEdmonds

Prollinger Harch 2, 1912.

Mr. Thomas A. Edison, orange, N.J.

My dear Mr. Edison:

I am sending you by express, pre-paid, with my compliments, a leather bound copy of "Thirty Years of Southern Upbuilding". I trust that you will find it of interest, and

that it may be considered worthy of a place in your library. Very truly yours,

Eufart Hedmonds

RHE: HLC.

Inca 3/4/2 P.Js

The Edison Portland Cement Co.

June 25, 1912.

Hr. Thomas A. Edinor, Change, H. J.

Denr Siri-

Under enother cover we are forwarding

wederarked come of The incoming Rever, in ideh you will That make a discussion of the high pressure test by his. Fuece, of the Luckersons Reilrosd.

Tours very traly,

Reads all the papers and peri-odicals here and abreed, and sup-plies the latest

ADTULIO CASSOT PROPRIETOR

224 FIFTH AVENUE EVECUTIVE OFFICES 500 CAMBRIDGE BUILDING, ENTRANCE ON 33RD STREET

> June 27,191%. NEW YORK

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Mr. Thomas A. Edison. orunge, M.J.

My Fear Lir:-

We are desirous of supplying you with our most of

cient cornice of press clippings covering the entire country, and a we read over \$2,000 papers and periodicals weekly, and as our service is known as, "the best and most thoroughly d'ne." we would be glad to enter your order at the low cost of \$55 per

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[ATTACHMENT/ENCLOSURE]

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City San Francisco

Date . 15 1912State Cal

THE MANHATTAN
Press Clipping Bureau

ARTHUR CASSOT, Proprietor

Cor. 5th Ave. and 33rd St., N. Y. NEW YORK FARIS LONDON

Paper Herald

City Boston

Date II N 15 1019 State Mass

President Says Investigation
Work Has Been Assisted

by the Inventor.

Dr. Hichard C. Maclauria, president of the Marsachusotra-sillute of Technologies.

The man A. Edison's statement that he did not give the 12,00,000 to Technologies when the did not give the 12,00,000 to Technologies.

derstanding that Edition will not give to may college. When he sees commondnay college. When he sees commondnay college. When he sees commondnay college is a seed of the college made way in the institute laboratories of electrical research. In the study of electrical research, in the study and goes directly at what he wishes to do for a latt that then using his own money for its latter of the seed of the college mans who has done things himself and he reputation is very high as regarded

THE MANHATTAN Press Glipping Bureau

ARTHUR CASSOT, Proprietor

Cor. 5th Ave. and 33rd St., N. Y.

Paper Times

Louisville

JUN 13J912 State Ky

INTERVIEWING EDISON.

Thomas A. Edison was expanding to a reporter the part played by M. Hrnaly, the new French academidan, in the discovery of wireless telegraphy.

The new reporter, a little bewildered The total transmitters, volts, ohms and of forth, ventured on a question that made Mr. Lodison smit-

"That question, me me of the city father who rode an said:

"Mr. Chairman, I'd like to know for my constituents' benefit, whether this here proposed hydraulic pamp to be run by steam or electricity."

PROT GUILTY campas anscorer the mentity of termous donor of \$2,500,000 to Massachusetts Institute of Technol-the respectors have interested a large number of persons of wealth and a reputation for generosity, only to be met with vigorous denials. Most of these approached have been complimented by the imputation, so conducted to both their moral and their financial credit A man who can band out \$2,500,000 for education, and never feel it, is apt to inspire a pretty good rating by the cominspire a pretty good rating to be suspected of such pluteeratic philanthropy ought to he highly gratifying. It is not easy to un derstand, therefore, why Thomas A. Edison should have repelled with such-scern and indignation an interclewer's insinua and margariton an interviewer's insulat-tion that he was the mysterious benefac-

tion that he was the abjective very (Whon 'Sagabla Hierary circles were excited with cortesty over the authorship of the Wave-proving and anner compution put the question postablant. Silvables Soci. 12 miles of the Markotter of the control of the con-Markotter of the control of the con-Markotter of the control of the control of the conposition of the conposition of the control of the control of the control of the conorder of the conorder of the conorder of the control of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the control of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the conorder of the control of the conorder of the conorder of the conorder of the conorder of the control of the control of the control of the conorder of the conor

countre." Mr. Edison prides himself upon being an eminently-"practical" man. He re gards the average school and college, even when it is engaged in technical education, as the home of theorists. He fails to realize that he himself is the nation's most inspired dreamer. He dreamed of the phonograph and the nenudescent light and a score of other wonderful inventions and then made the dream come true. As a genius he did not require the technical training accessary to most men in the perfecting of their inventions. At all our colleges and technical schools are hosts of young men who will never be Edisons, but who are fitting themselves to follow, at a consider able distance, in his feetsteps. No our can criticize Mr. Edison for doing what he pleases with his money, but he need not be offended at the suggestion that part of his well-carned wealth has bee contributed to the cause of technical

June 29th, 1912

Editor and Chief, Division of Publications U.S. Department of Agriculture, Washington, D.C.

Gentlemen:-

Kindly forward me one copy of Farmers Bulletin #497, and one copy separate "Our Wid Pacific Bird Reservation", and oblige

Yours very truly.

Address Box 870 Orange, H.J.

TELEPHONE, FORT HILL 3358 BUCHANAN & CO., 1 1111.8 admirkhum BOSTON. WE SOLICIT YOUR PATRONAG Sear Pis = Copy of with a copy of my doupliments a copy of BTYOND'E CI'FRON" which I mail to you today. war some of head. Very trad yours George S. Buchanan

[ATTACHMENT/ENCLOSURE]

"BIYONDE CIFRUN"

A FOREGLEAM OF the DOCTRINE OF THE FUTURE

ORIGINAL THROUGHOUT

GEORGE D. BUCHANAN

Replete with excerpts from an ENTIRELY NEW BASIC PHILOSOPHY, toward which the scientific world is tending

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 - 3. A Sunbeam split and tied in a knot.
 - 4. A Sunbeam passing blyonds cifrun.
- 5. A Sun Shadow and a Cathode Shadow.
- 6. Simplest form of Comet, showing the presence of the Cifrun.
 7. The Halley Comet, which inspired "Blyonde Cifrun."

other side

DDICE ONE BOLLAD

BOSTON BUCHANAN & CO.

[ATTACHMENT/ENCLOSURE]

PRELUDE. The new ever growing within and without the old. The immortality which we see and know. CHAPTER I. The presence of matter does not exclude

all else, nor always affect the ingredients which co-exist within it. How the forts of the future must be lumb must be built. CHAPTER II. A side excursion. Man has more than five senses. Every man his own maker, preserver

and destroyer. First glimpses of the cifrun. CHAPTER III. The cifrun in relation to speed of whirling objects. Why planets are self-sustaining entities. How planets grow and wane. The

rings of Saturn as visible cifruns. rings of Saturn as visible cifruns.
TRE IV. The cifrun in relation to light. Unreliability of impressions received by direct rays
of light. Rays, which, impress the intellect

A tire among the starts. CHAPTER IV. The cifrum in relation to light. Un-

instead of the eye. A trip among the stars. CHAPTER V. The cifrun in relation to heat. Sound, light and heat only different manifestations of the same force, each being simply biyonde cifrun from the other. Possibility of matter existing in other forms than solid, liquid and gas. The fourth and fifth dimensions. A profound prob-lem confronts the human race. Investigation

limited only by cifrun ultra. CHAPTER VI. The cifrun and its recurrence a universal law. Cifruns in vegetable and animal life. Our CHAPTER VI. The office and its recurrence tembersal law. Ciffron is required and animal Bift. Our best friend a little subte estimate sinces worthy of words. While the control of words and the control of words and the control of th

THE MANHATTAN PRESS CLIPPING BUREAU

ARTHUR CASSOT, PROPRIETOR

EXECUTIVE OFFICES 503 CAMBRIDGE BUILDING, ENTRANCE ON 33RD STREET

TELEPHONE 4613 MADISON SQUARE

NEW YORK July 6,1912.

Mr. H. F. Miller, Secy., Laboratory of Mr. Thomas A. Edison. Orange, N.J.

COTABLIGHED IN 1888

My Dear Sir:-

Replying to your kind favor concerning press clipping service concerning Mr. Thomas A. Edison, esc., we would be glad to supply you at the special low cost of \$30 por thousand clippings and to give your order our prompt and careful attention covering the entire country, and if you desire to include the foreigh clippings in this service.

Trusting we may have the pleasure of your order so/that we may give the same our immediate attention.

My Charles and Just Contained

Me fran Wighes to Krow Whether her Edison deours the romany four Volumey of the form Orange of office to office to when he may applied for the orange owner. Potant fran



Name.....

July 25, 1912

We tran Marine

(m⁷/31

Dear Mr. Edison:-

Your order for The Myth In Marriage is very slow in arriving.

Have you been remiss or is this one on Uncle Samuel?

Seriously, I want you to see this book. Just sign the above blank and I will send it along.

If you do not like the book, return it at my expense.

our sincere.

Price \$1.00 Clean Habea

Thomas A. Edison Orange, N. J.

EH:MER

Voted for Women Women and Digarmament Women with the country with the country women with th

TELEPHONE, PORT HILL 3356 Pub BUCHANAN & CO., 342 WASHINGTON STREET, Mr. Thomas A. Edison WE SOLICIT YOUR PATRONAGE Franges. J. Honored Dir : "Buyande ceptance of the little book; "Byande acceptance Cifoun" mailed to you recently. The criticisms of scholare and thinkers upon its contents your busy life you find read it would value from you as of most "tiresome", and would not and would might anything yours very truly yours buchanam

uhlishers of "Gloris in Excelsis" "The Togrent of Hell" ROBERT LUCE PRESIDENT

F H LUCE THEASURER

I C VAN ALSTYNE, RECOVERA

66 PARK PLACE, NEW YORK CITY.

IN ALLIANCE WITH OFFICES IN CHICAGO, MINNEAPOLIS.

68 DEVONSHIRE STREET, BOSTON, MASS. Established by Robert and Linn Luce 1888. Established by Robert and Linn Luce 1888. Incorporated under Laws of Massachusetts (899. WE READ MORE PAPERS THAN ARE READ J.C.VAN ALSTYNE,

Mr. H. F. Miller, Secretary,

Orange. Dear Sir:-

Your favor of August

N. J.

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put

MEADOW CROFT

VANCE W. HELM 1806 MAJESTIC BUILDING CHICAGO

September Twenty 1 9 1 2

Hon. Thos. E. Edison, East Orange . N. J.

Dear Sir:

At the request of Dr. John Gifford, the author, we are forwarding you with his compliments, a copy of the book entitled "The Everglades and 5ther Essays on Southern Florida."

I trust this will reach you safely.

Years traly

9/27

James W. Morrissen Manager and Author Opera Arnma Hssets Liferature Experience /425 / Broamag Lluais 65, Cheray Success the Tours o Actop Sitan Piera House N. J. Cot 18# 1912 Come White Tereta Carreno in Windows
house the house of the Storman A. Edison.

Miner is that when the storm is the storm of the storm Sir Chas, Wyadhan P. S. Gilmore's Band Anton Rubinstein Grand Opera in English and author of the successful book The Navoferfers and magnitudes have proved the volume highly - stating "It is unique, Differente. Humarons." The Cuculation is over twenty Housand, The Subscribers all of the very best,

Edwar baid from \$10, 4 \$100, for Copils -The Stories are all true, and it tork. a Gear of compile them properly pur happy right, at the Hoffman House. Nav Josh. Bon. OFFET & Sugersoll and myself, Dat notet Nawn tething Otacies. He were the envy of all around us - at least. you and her Jugusoll tore. I ranged Einen Abbott in those days May I deane the honor of your Dubuription for the copy I am mailing Jan July en Dr. Maring

MEADOW CHOP!

James W. Marrissey

Manager and Author

Operro Brama Assets Literature 1425 Broadway Strain 65 Experience Energy Succes Managing Motropolitan Opera Nouse New York act 25 11 1912 In Gomas A. Edison. Sir Chas, Wund! Ly dear the Edison. Grand Opera in Englis and author of May I be Donored with a She of my ..

Noton have and in

Ja some time aps?

Sullfully Sours

Sh. Marinez rester of my letter, and the book,

[ATTACHMENT/ENCLOSURE]

Noted Men and Woman By James W. Morrisey Published by himself

brute 10/25/12

The Search-Light Aibrary

The Mark News A. Edison Services an author's copy of a little volume cuttied "A New Chapter in an old story," which is believe will interest you because

of your own notable achievements.

It has been my purpose in this volume to set forth clearly the undeniable fact that our great business and financial institutions (our huge front business and financial institutions (our huge front business) and morrican civilization, economically and sociologically.

The volume that I am sending to you presents a specific instance in a single line of trade. It is in so be not send of a "business biography a trade I row the most meagre beginnings, less than the bundred yours ago, and through genius and integrity has become a large factor in the prespective of the nation; how through inventive skill and the improvement of its products it has taken a very important part in all the movements of human progress.

I shall consider it an honor if you will accept this little volume with my personal regards and grant me the value of your criticism.

Very respectfully, Harry Charley

P.S. Kindly address me personally at The Search-Light Library, 450 Fourth Avenue, New York.

James W. Marrissen Manager and Author Onera Brama Hesete Literature Experience 1425 Broadway Entrov Success Netropolitan Jera Fruse New York Oct 314 1912 Mr. Fr. II. Meadowerset. I thank you for your kind note; The subscriptions for the book "Notod men and Nomen" were all the may from \$1000 ber copy, Atr Edison's querosity in aiding my frist attempt at literature will be meatly

Tailfalls over for housely

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Replying to your recent favor concenting pross alignings which we are amplying would any what we can you the attenuant showing the number of clippings which were sent to you so that you might keep tract of the clippings supplied and as you wrote us previously it was not necessary for you to pay the account, and trust you will allow us to continue supplying the present order as we are more than desirous to make the service satisfactory to you and regret that there should be only misunderstanding regarding the statement sont to you.

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New York

and Inmes M. Marrissco Manager and Author Brand Hssets Experience 1925 Biradwaz Staco Es. New Sork Nor 11 th 1912 Energy Succes In Thomas A. Edison. I thank you sinceraly for Gran Rich letter in represent to say book Total new & Fromen " and glader accept from of form of form of form of form of form that I share in many cases, read from \$ 500 to the from for fingle copies.

May I report that of a seed the frice we return mail: it it will aid me in forjul my brinters bell:
Son Fer truly
Son norrisely

LOUIS KOPELIN, MANAGING EDITOR

W 1 000000

THE NATIONAL SOCIALIST TYPOGRAPHICAL TEMPLE 423 G STREET, N. W. WASHINGTON, D. C.

Thomas A. Edison, Orange, New Jersey.

Dear sir:-

At the request of Allan L. Benson of Yonkers, New York, we have entered your name on the mailing list of The National Socialist and have ordered a copy of G. R. Kirkpatrick's "War-What For" from the publisher to be sent to you.

#Wary truly yours,

TER MATIONAL SOCIALIST.

JLO.

BALLA IGHÁC

Diamore , 2/68. 19/2

Hononred Sir,

The a long time I have been one of your greaters are mirers and you remarkable inscendings these advances the except. This great inscreen has compact, which has just been prilitabled. Although the base is written in the diangenies blacket is written in the diangenies damping I note the liberty of executing you a copy, agging you as the came time to the out of you have the counter the counter of you have the counter to the out the counter of the out of you have the counter to the out the out of you have the counter of the out of the out.

Believe me, honomer & yours faithfully yours Salla Symic

Hungarem Busiapest.

await book

ARTHUR WILLIAMS
FIFTY-FIVE DUANE STREET

December 24th 1912

Thomas A Edison Esq Llewellyn Park Orange H J

Dear Mr Edison

Under another cover, I am sending you a copy of "Thirty Years of New York", which has just come off the press. If is a story of Now York, fithout the pesualts of your work - as exemplified in the Edison system beginning thirty years ago - and continuing in the various stages of development to the present time.

You know something of the preparation of the book, and, notwithstanding the pressure you are under, I hope you may be able to glance through its mages.

Wishing you a Merry Christmas and Happy New Year, believe me,

Very sincerely

Mithum Williams

Edison General File Series 1912. Business Propositions [not selected] (E-12-23)

This folder contains unsolicited correspondence asking for Edison's support or endorsement of a business venture, invention, or idea. Among the documents for 1912 are letters requesting Edison's ideas on highway development.

Edison General File Series

This folder contains correspondence and other documents relating to the business of the Edison Portland Cement Co. and to the manufacture and sale of cement. Included are letters regarding Edison's widely publicized plans to produce concrete for roadways and to use concrete in the manufacture of phonograph cabinets and other furniture. Among the correspondents are Edison's personal representative and chief engineer Miller Reese Hutchison, B. Burdick of the Cement Cabinet Department, Walter S. Mallory of the Edison Portland Cement Co., and New Jersey State Highway Commissioner Edwin A. Stevens. Also included is a handwritten note from Edison to Donald M. Bliss, Hutchison's predecessor as chief engineer, concerning molds for cabinets, along with a communication from Bliss reparding the dismissal of several employees in the cabinet department who went on strike for higher wages.

Approximately 30 percent of the documents have been selected. Most of the selected letters contain Edison's reply in the form of marginalia. The items not selected consist primarily of unsolicited correspondence that received no reply or only a perfunctory response from Edison.

The A Edien Eg Mens, Jun My & Much information as possels Concrete furnitum methods Con crete furnitum methods Con done on basis ? Cement practical

A CONTRACTOR OF THE PARTY OF TH

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OF NEW YORK

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Sout want to gale of glade of grant of

Thomas A. Roison Laboratory.

Hr. H. F. Hiller, Secretary,

Orange, New Jersey.

Dear Sir:-

Referring to your letter of the 18th December, in reply to our letter to Mr. Edison of the 18th regarding a display of his concrete furniture at the forthcoming Purniture Emperition, but to say that we shall be glad to have the cabinet referred to as a display, and we trust that arrangements can be saide whereby the several visces can be shown. Our Emperition opens on the fifteenth of January, and we will be glad to have the exhibits in place not later than the twofth, if it is convenient for you. We should like as early advice as possible if they will be here at that then, and how many pieces can be

aus 1/6/12

The enclosed illustration from The New York Times leads me to inquire if you can furnish us with photographs that we can use in the trade journals and otherwise, in announcing that this display will be at the Furniture Exposition.

Very truly yours.

HEW YORK HONG TURE DECKAM

furnished.

Les & Ingeles Cal.

Lattle Wash

Q. Ng & Walter & Come

33 Union Square West.

aus 1/16

Now Work January och 1992

Thomas A. Edison, Esq...

Llewellyn Park, N. J.

Dear Sir:-

You are a busy man --- we are a busy f large handlers of furniture in San Francisco, a City of many concrete buildings.

We are interested in the idea of reinforced We understand that you have been concrete furniture. working on these lines for some time and would be pleased/ to hear from you whether this furniture has passed its experimental stage and whether you are ready to put same on the market on a commerical basis.

Thanking you for any information you may give us regarding this, we are,

Yours wery truly.

D. N. & E. WALTER & CO

Mary Brown

Via only

ausifiq

Thomas A. Edison, Esq., Orange, H. J.

Dear Mr. Edison:

pleasure of a personal interfer with you, and at that time you were at the proposal interfer with you, and at that time you were the proposal to show me your concrete functions exclude, such as or furniture, graphopiones, etc. and you advised me at that time that concrete could be made absolutely dump-proof.

We are just about to make alterations and additions in one of our breweries, and are going to finish ceilings and wulls with concrete, and in occurred to me that if it were possible for me to have the wallo and ceilings finished in a similar method as the various concrete articles you showed me, that it would be of great advantage.

The requirements would be that the finish be absolutely damp-proof. Filling up all the pores of the concrete, and also acid-proof, which is generated by fermentation of the beer and this should have no effect upon the finish, and that water and beer be splached against it without effecting the same.

I would be greatly pleased if you would kindly advise me as to the above, and also if your firm does this kind of work, and if not, you could probably advise me by whom I could have this done.

Awaiting your reply, I am,

Yours very respectfu

Fall River, Hass., Jan. 15, 1912.

ADDRESS ALL COMMUNICATIONS TO THE COMPANY.



J. SAMUELS & BRO., INC. WEYBOSSET ST.

Mr. Frank L. Dyer.

C/o Thos. A. Edison Co., Orange . N. J.

Dear Sir:

Can you give us any information

the new concrete furniture that is being built (a recent invention or Mr. Edison) ? We are distributers in this section for your Talking Machines and Records and would be pleased to have you communicate with us and advise where this Furniture will be shown and cost of same. We are desirous or being the first ones in this location to make a showing of such.

Awaiting your early reply, we are. Yours very truly.

J. Samuels & Bro. Inc.

The article in 1988 new Work dum "of becamber 4th. 1911 interested me greatly in the description of the consecte functions that you bean to but on the market at an early date and 1 have courthe newsbaber of the bing to use as a decis of this letter 1 am sending to use a.

A am interested in Educational work and am in the south at this time in the interest of school matters and on reading the describition of the concrete furniture to occurred to me that such furniture would be most tructical for school use both in the school—access and the fone deburtment of boarding schools and That A would like to be a factor in the introduction of such furniture in the schools persecicity in this southern bart of our country and A would like very much too, to have the distribute aching one suggestion as to the stufe suitable for school use.

This southland ought afterd an excellent market for such & furniture as described owing to the much lower prices and the great need there is for the reluxiishing of its schools and sofferse.

The great number of bungalous being built in this city alone, ought to afford an excellent market for this kind of lurgnishing.

should the newspaper article referred to above be a truth will you consider my name as an abblicant for an agency for the introduci tion of your concrete furniture into the schools.? Thanking you in advance for a rebly , & an

(Mis) 6. G. Stuart-

January 20th. 1912

Sear six:

Sear six:

An rebty to your letted dated solvedyy 1st. 1912

may 2 ash you it there is any bossibility of your taking up the matter of making turniture of conserts within a yearfron now, 7. My reason for doing so is because 3 as wanted to substituted that he are trained in the south and 3 would like for several reasons try the experiment of using the furniture that was releaved

21 East Cinden Que. Atlanta, Ga.

to in the article 2 wrote of in my brevious letter.

3 Manking you in advance for a rebly , 2 am

Dery sincerely (Min) 6. G. Stuarts

gram - Cal

Hesses. Bliss: Burdick: Concerning coment cabinets, the important thing to do, and I understand Hesses. Burdick and Holderness are now working on it, is to see if the cost of both labor the desired commot be reduced, as nothing whatever and when to market them until obtaining prices or desired and the commot be reduced. As no account the reduced, as not desired and when to market them until other hands are considered and when the market them until figured on before I return, Mr. Redfearn will gladly compute them.

2/23/12.

C.H.Wilson.

Copies to Messrs. Edyson: Dyer: Redfearn.

Mr. Rdison .-

I understand the collapsing of several cement dams has been due to disintegration of the cement by alkali in the water that is being dammed up. I recently read a report of some engineer who claims he has been able to remove cement from parts of a dam, by means of a tin oup.

You have several times mentioned to me various properties possessed by Edison Portland Cement, that is not possessed by other cement. Why would it not be a good plan to make a noise about these properties, and have the written in on Government specifications? The Government is using a great deal of cement, and it seems to me some value should be attacked to superior cement.

Sometime, when you think of it, give me a little lecture on cement, and when I get the opportunity, I will compile a little booklet on the subject, which Kr. Mallory may find of sufficient value to distribute.

M. R. HUTCHISON.

Comer Furnitive



THIST & PARKSIDE; AVE.

PHILADELPHIA,PA. Earch 5th, 1912

WE win wer win

Dr. Tios. A. Edison, Thomagh Cruster of the West Orange, With them 20 63 & Central

Dear Sir;

In December last we had fone correction of the work of

cases, and at that time you with a your work not in a position to go into the earter, but whath anything in the pourse of a few months. As yet, we have not found the your on the subject of the and wish to inquire if you are feed to take the atter up at this time. Awaiting your reply, for the product of the time and the subject of the time.

Yours very conficence set as loss present

JD-FCB



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ini

Laboratory of Thomas A. Edison,

Mr. H. F. Miller, Secretary,

Orange, New Jersey,

Dear Sir: --

The Magrin 1918 (1)

I notice the statement in one of our trade pupers that the cement furniture of Mr. Edison will be exhibited at the Cement Show in Chicago, and this reminded me of the correspondence which passed between us in January last.

We were disappointed in not being able to have some of this furniture on exhitton at our January Exposition. We will, however, hold another one in July, and trust we will be able to arrange with you by that time so that we can have an exhibit of this concrete furniture in our building during the progress of the July Exposition.

Yours truly.

NEW YORK FURNITURE EXCHANGE.

MANAGER.

CONCRETE PUBLISHING COMPANY DETROIT, MICH.

PUBLISHERS OF THE MONTHLY JOURNAL CONCRETE STANDARD PUBLICATION UPON PORTLAND CEMENT CONSTRUCTION SUBSCRIPTION ONE DOLLAR A YEAR

March 14th, 1912.

THE BEST DOLLAR'S WORTH PUBLISHED IN AMERICA

41 16 ch

Mr. Thos. A. Edison, Orange, N. J.

W/H

Property

April 18th, 1912

Mr. P. Weber:-

Enclosed find order for eight (8) special care as designed by C. W. Hunt & Co. Shis makes a total, received and under order, of 12 care.

The reason for ordering this amount is that I have been notified by our lr. Holdernous that he intends having about 10 acts of moulds ready for remainstance in the next few weaks.

H. Burdick

HB/ES

Coment Cobinet Dopt.

Copy to Messrs. Bliss- Edison- Leening.

++ Sundford are interched in his quelling in a Cement- plant- and a clipping from the hum School found whiche liberty of asking you to a personal game to combinate to personal families and the cliffing if the pame are time and to give answer to my myning, as me de que history of the case, which I may me as an fuel as you law give consisting and at your earlist comming argumul- for pimilar action yours very til if he pame is practicable-Jo. M. Rituhouse I have been told by the who are composer to Russ did- a Cement- muel cannot be plut down - atleast no for as the kilm are concerned for even a whole day without periously japanding de officient Ioned appreinet an

[ATTACHMENT/ENCLOSURE]

Dilison is reported to have demonstrated to the Portrand Cement Company and other nanufacturers of the United States that it would be a gain, and not a low, to give their 20,000 workness a free Sanday. He argued that the workness would be more and that the kine could be more networked, and that the kine could be more advantageously insuffed with a six-day week than a seven-day week.

(wasan) R. M. JONES AND CO.

805-806 IDEAL BUILDING TELEPHONE MAIN 5370 INCERS

DENVER,COLORADO June 17,1912.

WOOD STAVE BIRE STEEL BIRE HYDRO-ELECTRIC POWER PLANTS ELECTRICAL TRANSMISSION LINES

REINFORGED CONCRETE PILES

Br.Thomas A. Edison. Edison Laboratory. Orange, New Jersey.

> Bon:-I send herewith a document containing Hy Dear Mr. Edison:descriptions and statements of facts relating to concrete products. I seem to be up against a hard condition. I appreciate the value of the industry I have described. Others here know of the

ease and economy of manufacture, but they cannot comprehend the magnitude into which the enterprise will develop. There are but few manufacturing industries in this part There are but few manufacturing inquesties in this part of our country, therefore those who have mone) look upon all manufactories about the same as Eastern people look upon allow. Under former conditions, I would have enough money to so ahead on, but all engineers have been hung up during the part three years in the mountain country. I make working in lexico,

three years in the mountain country.

1 was working in mexico, and doing well, but had to get out of there, of course.

Thave my Pold subject up with Wm.J.Olark relating to the East. Mr.Clark was here in Denver. I have it up also with many

good men in various parts of the West and Canada. Think I have about completed arrangements for th

tion of a complete plant here in Denver.
I am relating my troubles to you in hopes that you may adi am relating my troubles to you in hopes that you may make me concorning a way out of them. You have passed through the same difficulties in the past, and I just thought that you might help me out with but a few womds of advice, surely they would be appeared. neal me out when out a rew weemen or carrier, surely they would be appropriated. I think possibly that Wr.Olark will ask you knot thing you remember what Jones. It's the same Jones who was member Battle Oreok Lake, Edipse of the Sun, "Laranie Jones, who visited you on various occasions at your Laboratory."

Well- Jones would appreciate a little good advice. What kind of medicine must I use to induce somebody to take

a hand with me in this enterprise?

Yours Very Truly,

Form 47 A



CENTERS FIGHWAY

The Edison Portland Cement Co.

THOMAS A. EDISON, Chairman of Board W. S. MALLORY, President J. LINTON THOMPSON, Vice-President H. F. MILLER, Yreasurer WM. E. HORNE, Ser'y and Assl. Trens. Telegraph, Feeight and Passenger Station, NEW VILLAGE, N. J.

P. O. ADDRESS, STEWARTSVILLE, N. I.



a, . . . j.

September 5, 1912.

Dear Mr. Edison:-

We have been at work for some time on the question of the concrete road with Col. Stevens, of the New Jersey State Highway Dept., with result that Mr. E. M. Vail, one of the Highway Dept. engineers, and Mr. J. R. Thatcher, Director of the Warren County Doard of Freeholders, have been to Detroit and made a personal inspection of the concrete roade, and have returned home very enthusiastic as to what they saw.

At a conference held yesterday in Washington, N. J., it was practically decided to build one mile of road on the turnpike between Washington and Phillipsburg, starting just West of the canal bridge, which you will doubtless remember is West of New Village, and which passes the Shillinger mill. We have agreed to sell the cement for this road on the basis of 50¢ per barrel, and also to funnish the crushed dolomite at cost of quarrying and crushing, and the local contractor magned to charge only the actual cost of labor, without any profit, as he is anxious to get a line on the real

cost. The Association of American Portland Cement Manufacturers has also agreed to furnish without expense the services of its road expert, and every pains will be taken to put down a perfect job. There only remains some small details to be arranged with Coy. Stevens, and then we will be able to get the work under way promptly.

Womallong

WSM-RBS

November 1, 1912.

Mr. MALLORY.

Office.

Deer Sir.

Col. E. A. Stevens and Mr. E. M. Vail.

Division Engineer, visited the sample mile of concrete highway this morning during a heavy rain, and although the conditions were extremely unfavorable for the work, the mixer was run for them and Col. Stevens seemed highly pleased, not only with the progress that had been made, but with the appearance of the completed work.

The question of filling the shoulders came up, and we volunteered to supply them with cinder, as per attached carbon copy of letter to Col. Stevens. Col. Stevens is more enthusiastic than ever for concrete roads, and is now cooperating with Mr. Ransome, of the Ransome Concrete Machinery Co., who is endeavoring to design a mixer that will largely eliminate the hand labor now required to load the raw material into the hopper. Mr. Ransome, he informs us, has prepared designs of such a mixer. This feature shows that Col. Stevens' intention of building more concrete highways during 1913 is being maintained by him.

HCW-RBS -

RECLOSURE: - 2

November 1, 1912.

Col. E. A. Stevens.

State Highway Commissioner,

Trenton, H. J.

Dear Sir:-

We wish to confirm our conversation with you of this morning, in reference to cinder for filling the shoulders of the sample mile of concrete highway between Stewartswille and New Willage, N. J.

This Company will load and deliver to the Hallroad Co. free of charge to the State, sufficient cinder for your requirements. The transporation charge from New Wilage to Stewartswille would be 55.00 per car, leaving only the unloading at Stewartswille and haulage to be easily the State. This, we think, would make a cheen and entirely satisfactory filling for the purpose intended.

In discussing with our Fr. V. H. Hason your recent interview with Mr. Ransome, of the Ransome Concrete Machinery Co., Pr. Mason was very much interested in the proposed mixer, and would be very glad to give you the benefit of his experience with mixers, and would be pleased to look over the plans of this mixer

-2

when you have them, and make any suggestions that may occur to him.

Yours very truly,
EDISON PORTLAND CAPEST CC.
Per-

HCW-RBB

As Governor 24, 1912

Mr. T. A. Edison:-

Up to December 1st, \$7602.27 has been expended in the Cement Cabinet Department, outside of the salary of Mr. Holderness, who is on the Laboratory pay roll.

This for your information.

E. J. BERGGREN

EJB-JES Copy to Mr. C. H. Wilson Murkism Cumary Cabrust in Turnden, exposition in new york January 10/13 alon I corner

MiEdison . Drund Take very long to finish up that little take lamp. Sour for them! Holding: Im macling in the Specialtide for referred to on Lutrating Pay coll andis he is of some within and I can use Otolburness after this lamp no made uf m mallor. Cun much him on Stevantous. 12/29/12

The autist who is making Concrete Calmet, I ordered ha to go whead e get place ! neduced so that he could make one big Cubinet per day Comptete please lookatter This whele with any helpis non nemberement Eta he frants - Lohen you we salatined he can make them of Theop speak to weber to give him some room in any all place color he Can moned or make one perday but do not let m go aleas well WEBa thoro cabeniti

Sat- 11.30

Am Edison The 3- helpers on Cerneul-Cabinet work have struck for .50 cts advance, I have total Burdick to fire them today

This will beaut two good helpers for Burdick which are all are need at present or will the broaddown buts on the four samples now being assented are finished

there Cast four Damples Recommended tough better than previous Efforts DM Blies

Edison General File Series 1912. Cement House (E-12-25)

This folder contains correspondence relating to the widely publicized development of Edison's poured concrete house as well as to other development uses of concrete. Most of the letters are unsolicited requests for information about the house and its expected date of availability. Many items contain Edison marginalia indicating that he had not completed the moids for the house and that a prepared circular should be sent in response. Other letters concern the protection and development of Edison's patents abroad, including his attempt to prevent former employees Henry J. Harms, Jr., and George E. Small from setting up a concrete house business in Holland. A communication from master machinist Robert A. Bachman pertains to experiments with cement mixtures. A few letters mention visitors to Edison's laboratory in West Orange, New Jersey.

Approximately 20 percent of the documents have been selected. With the exception of a few samples, unsolicited inquiries have not been selected.

Supply Phans to to a model town of y to so, ood proper you will grant other, other, withing you the compliment in Makener of Marketing and Make NO Mos Ma

Rowey has Boundary 1912

I A relievating who raye has a way 1912

What was and evolt he ray mach obliged of your can peak us in touch of you can for can peak us in touch of the you can peak us in touch of the common who can be the can

supply

Sanafor Lieut Culonel Domville: 8th Missar / Binoss Guisos;

Commide

Paris - January 1 of I'a La Line Parole " 14 Bullivard often Haberta & Dear to. as a number of the board of a company to the improvement of an important service wint on our Truck week, I though like to have our Louise built such as "the Edward Buildings" described, some mother ago, in one of our Paris paper. I have sought in vain your representant a some one completed about the matter. It only remains to me to take the liberty of applying directly Would you be kind enough to send me prospections and all detail about expense, payment & advantages of Bose hirdings; also some plans, shetcher and photographer. By my name is my detection in the Poor (perhamentary) I folibiled) I am well have in the Poor step was people in the a firely weetly class and my connection is principally amongst people whom your discovery might controlly interest. Suder such conducations, I come also to support That I might be successful as your apresentant in Paris, with regard to " The Edison's buildings". Thould my whence retain your attention, I would ask to fin me, as kedmical director, an experienced anginees, whom I can suit in that respect. Hoping to hear from you, . by to remain Ja Vinnete Ticox de Pledran

14 Brulevar de Mont

HENDRIX COLLEGE
A GARDINATOR TO STATE OF THE

Mr. Thomas A. Edison,

"est Orange, Now Jersey.

Door oir:-

I have been ratching very closely rejects about your "Located houses and as very greatly interested in them." To are trying here to create an ideal small college. To shall seen need seem now buildings. I want to build dereiteries with eight, twelve or sixteen recess each. I want them to be fire proof, water proof, and boy proof. I shall be glad to have from you suggestions as to the presticability of building such dermitories of cement. To do not want to experiment, but whenever it is positively known that such buildings can be created to want to build one.

Thanking you in advance for any information or currection that you may make, I am,

Yours truly,

a. C. Millar

MANUFACTURERS RECORD

RICHARD H. EDMONDS. Editor and General Manager

of Know who at the 2/12

Mr. Thomas A. Edison,

Orange, N. J.

Dear Sir:

Last week the Galveston (Tex.) News published an article purporting to present details of a plan to build a model town at Port Bolivar near Galveston, the houses to be for working men and to be poured one piece concrete structures according to the Edison patents.

The only name mentioned in connection with the proposition is that of Leslie K. Hendrickson, who is said to represent New York contractors who are about to complete negotiations for purchasing the Thomas A. Edison patents for one piece concrete houses.

Can you give us any particulars regarding this enterprise? If so, we will appreciate a reply by RETURN MAIL containing all the facts available for publication at this time.

Very truly yours,

MANUFACTURERS RECORD.



26 NY N 52 GOVT VIA BAM

Albanywa Feb 11-12

Thos Alva Edison . East Orange NJ.

Western australian government giving attention to erection workers homes on extensive scale professor mills when here mentioned your proposals regarding economical construction will you supply definite information respecting same and can we utilize for such purposes cost of reply will be defrayed by this government.

J. Scaddan Premier

4TTP

andoru

No inquiry respecting this message can be attended to without the production of this paper. Regulitions of doubtful words should be obtained through the Company's offices, and set by DIRECT application to the sender.

HOUSTON REAL ESTATE EXCHANGE

DIRECTORS MINOR STEWART, PRESIDENT N. F. MACGREGOR, VICE-PRESIDENT GEO. M. WOODWARD, SECY.-TREAS.

F. F. ARNIM J. S. DAUGHERTY C. A. ELMEN

Ynomas A. Edison, Jrange, New Jersey. HOUSTON, TEXAS, Yeb. 34, 1913.

dear Sic: The writer recalls having had some correspondence with you about two years also contently your coment mould nouses.

As you may have noticed, we have just and a very As you say maye noticed, we have gure sain a very costly fire neet, in which one course, one school, 15 kman-trial plants, or thoras, 20 two story nouses (weeling) and 90 frame cottages were consumed. Resides 116 box cars and 9 oil tank cars were burned.

It is summested that your plan of suilding cement hower would be of interial assistance in rebuilding the alstrict.

Please advise what facilities your Company has for caplusing those buildings and for improving the 45 blocks which the fire covered.

Yours very sincerely,

MAIN WORKS, BROOKLYN, N.Y.

FOUNDRY DEPT NEWARK, N.J. BRANCHES.

Cloveland.O. Pittaburgh.Pa HOISTING ENGINES ECTRIC HOISTS CABLEWAYS

LOGGING MACHINERY

Mr. Thomas A.Edison.

West Orange.

Musicowi

My dear Mr. Edison:

Mr.J.Symonds of Sydney, Australia, is making a tou world investigating appliances and methods for building and con ing. He carries with him letters of introduction from high We have known his firm I dire ment officials in Australia. for many years. He writes me that he has received to get information regarding cheap house construction and wishes to discuss the matter with you, or with someone whom you will numbe. Not having your address he has sent a letter to you through me. T enclose this letter, not, however, knowing anything about its contents.

Mr Symonds is one of the most wide-awake and progressive foreigners that I have ever met. He would be an excellent man to become interested in your plan of poured houses. .

With best wishes for your continued good health, believe

me.

Enclosure 1 SU.P

Yours sincerel

Spenen Mille

Mar. 6th, 1912

Mr. J. Symonds, The St. Charles, New Orleans, La.

Dear Sir:-

Your favor of the 28th ult. in regard to my poured concrete houses for Amstralia has reached no through the kindness of Mr. Spencer Miller, of the Lidgarwood Hemnitaturing Company of Hew York.

You will find enclosed a emell pauphlet, giving a general outline of my scheme for pouring concrete houses. This pauphlet was prepared for the purpose of giving information to a large number of inquiries arising out of a public exhibit of a model of the first type of houses which I propose to have constructed a little later on.

It was my intention to have gotten this enterprise sterred sometime ago, and I had a corps of engineers, draughtemen and mechanics at work for over two years preparing the drawings, patterns and noulds for this first type of house. As the work was approaching completion, other important matters arose in commection with my Phonograph, Storage Battery and Motion Picture Enterprises. These being active enterprises, which must be kept going, and the poured house not yet having reached its

commercial stage, the choice naturally lay in favor of my active interests. Consequently, I have been devoting my energies to those things entirely during the last two years, working night and day to introduce improvements for developing them on the meet modern lines and building them up.

Hence, the Poured House has of necessity received but little of my attention during that time. It has not been altogether neglected, however, for the preparation of the moulde has been going on, and they and the patterns have been prepared to a large extent. The moulde for the celler and part of the first story are now created in one of the yards adjoining our factories here.

I believe I can see my way clear to take up the subject again in the near future, at which time I expect to resume work on the project and earry it to completion. It may be of interest to add that pourings into a few of the moulds have been made, especially of ernamental parts, and the results have been highly satisfactory and promise well for the ultimate production of complete structures in accordance with my ideas. Some of these parts have been out in the yards continuously for meanly three years, through all conditions of weather, and they show mysetically no signs of wear or deficement.

I shall be glad to take up the subject with you at some subsequent time, which I hope may be in the not remote future.

Yours very truly,

TAE/ES

Meadocraft =

Theo in Counseline with
1807. 191

Horm & Lincol in Hallan
1801:

Mr. Edison:

On the poured concrete brune we had intended to use the following mixture: one coment, we sharp sand and five 1/4 inch aggregate. Those were the mixtures that we had the best results in flowing and also finish.

You remember that it was necessary to have the mixture at such a state where the aggregate would be suspended at least 30 seconds before disappearing below the surface; coarse aggregate to be used on side walls and other places where folwing was not necessary. I had used no loam or foreign material in connection with experiments carried on at the Laboratory. In order to free surface from the moulds I used rotten stone mixed with oil thoroughly mixed, and then let the mixture stand for two hours and pouring the oil off the ton. using the sediment as a wash for the face of the forms. Crude oil or b. alone will work almost as well, but will not give the assurance of smooth finish that rotten stone or so-called soapstone will give. When the coment is powed it about do agritated by RAB/333 pales to Keep it in motion for 2 or 3 minutes after powering - this action again the whole the freshly powed Concrete Causes the fine to do to the walls amake a fine surface of cet the same home permits all the air to get out, The amount of water should be considerable so The Coment is quite in 50 one can thrust his our in it to its well length with great case but not so this

as to permet the 1/4 rock piece. To settle to out they should be held in suspension for a minute

To His Excellency The Minister, Landbouw, Handel & Industrie, The Hague, Holland.

Dear Sir:-

At an interview with Mr. E. Laernos of Vlissingen, Holland, at my Laboratory here, during which he stated that it was the desire of your government to erect poured concrete homes for your workingnen, I promised him that I would communicate to you the formula for the concrete mixture which efter much experiment I have found satisfactory and successful for the purpose.

The mixture is composed of one part of finely ground occent, two parts of sharp sand, and five parts of one-quarter inch aggregate. Phase ingredients are to be mixed with water in such proportion that when the mixture is made the aggregate will remain suspended at least 30 seconds before disappearing below the surface. Coarse aggregate may be used on side walls and other places where flowing is not necessary.

When the concrete mixture is poured: it should be agitated with long poles to keep it in notion for 2 or 3 minutes after pouring. This action agitates the whole of the freshly poured concrete, causes the fine cement to go to the walls and makes a fine surface. At the same time it permits all the air to get out.

The amount of water should be considerable, so that the concrete mixture is quite thin, and no that one way thrust his arm in it to its full length with great ease, but not so thin as to permit the one-quarter inch pieces of rock aggregate to settle out. They should remain in suspension for half a mixture.

In order to keep the surface of the moulds free of the mixture, I use "rottenatone", thoroughly mixed with oilLet this mixture stand for two hours, and then pour the oil off and use the sadiuent freely upon the faces of the moulds.
Crude oil, or petroleum machine oil, alone will work almost as well, but will not assure such as smooth finish as will be obtained if rottenatone or so-called coapstone is used as above indicated.

If your engineers will do some experimenting to acquire facility in the handling of the materials as I have described, you should find no difficulty in obtaining the same results that we have had here.

The above is presented to your Government with assurances of my deep respect.

Yours very truly,

TAR/ES



C. B. Haynes & Co.,

Edison Phonographs and Records

and All Supplies. P. O. Box 801.

and watteries. REMOYED TO

Rostal Cards. 121 W. BROAD ST. No. 5 North Seventh Street.

RICHMOND, VA., Narch 11th., 1912.

Mr. Thos. A. Edison

Orange, N. J.

au 3125

Dear Sir:-

We are about to construct the first cement house with the use of Reichert Iron Moulds, per illustration attached. We want to know from you if this house is poured with a slush mixture of one. three, and five, is there liable to be any condensation of moisture on the inside walls. If such is liable what process will we use to We know you are a busy man, but we would like to have a reply to this letter as soon as possible. Before we so shead we want to hear from you.

Yours very truly.

C. B. Haynes & Co.

Dict. C.B.H.

you use a claush wixture of 3 4 5 partially well with sticks moved up of down there will be no condens alon af noisture our office of Orange of perfectly day - dookout for ingress of mostly any work as the window sills -5 Seconi



OFFICE-OF WILLIAM · WELLES · BOSWORTH

H.E.PRINDEL W. HARMON-BEERS NIGHTA DAY BANG BYLDING
NIGHTA DAY BANG BYLDING
NEW YORK

April 16, 1912

Thomas A. Edison Esc.. East Orange, H. J.

My dear Mr. Edison:

You may remember my bringing Kr. Henry Bacon out to see you. The Yine Arts Commission selected him to propere plans for the Lincoln Memorial in Washington. We agreed, as you know, to get up for you a design for a simpler type of concrete house.

We made some sketches which were never completed owing to the pressure of other things and because you gave us to understand that you would not be in a position to use the sketches until the moulds for your first house had been completed.

I am writing now to inquire if the time has arrived when you would be interested to see our ideas of "chaste simplicity".

Hoping that you are very

well, I am

Yours sincerely.

WWB/AMG

STILLMAN F. KELLEY. O Coursess Sterre

Mr. Thomas A. Edison,

oston, Mass., May 9th, 1912. I have seen The breaks you wention they are made in such'a monney

that they are very dense, theretines Orange, New Jersey. My dear Sir:-

By son is looking into the Unit Concepts Brick, will view of building one or more plants, providing a duo inwestigation the proposition looks sound, and he has this week Traject the plantset Fort Jefferson and Garden City, Long Island, reporting to me Jefferson and urrued to the state of the sta that if same is properly prepared it would not nood waterpro overcome porosity.

The great point in my mind is whether unit concrete brick, as made at Garden City, when laid forming an air space, could be used in construction of dwelling houses in New England without having a further air space between the wall and plastering to prevent moisture in the house or keep paper from dropping off.

Am aware that I am presuming on your valuable time, but if you can answer this it will be greatly appreciated.

Stiemant. Keery

May 9, 1912.

Mr. Meadowcroft:

I have just sent off to Mr. Leernoes in Helland the papers relating to Mr. Edison's coment house invention, with a letter, a copy of which is attached hereto.

HL-JS

Minister of Interior Al the Stague Holland

Mr. M. Laernoes

Vlissingen Flushing

2. Ea. Me Minister Landbowv. Handel & Irdustric the Hague Mr Jhr. de Graafs Thepetor Horningwes the Hague

[ATTACHMENT/ENCLOSURE]

May 9, 1912,

Mr. Marten Lacrnoes, Boulevard Everteen No. 12, Vlissingen, Holland.

Dear Sir:-

In response to your communications of April 18, 1912 to Er. Edison, and in accordance with Er. Edison's instructions, I onclose herewith the following documents:-

A copy of the specification and drawings in Er. Edison's application on Cement Buildings and Process of Constructing Samo, as filed in the United States Fatent Office Attents 15. 1998.

A copy of the specification and drawings in Er. Edison's application on Molds for Concrete Construction, as filed in the United States Patent Office December 29, 1908.

A your of attorney, signed and acknowledged by Mr. Edison and logalized by the Consul Coneral of The Hetherlands in New York, to yourself and others, authorizing you to do cortain acts in connection with these applications and in other matters as set forth therein.

Er. Edison's inventions relating to coment houses have been pertially disolooed on page 519 et soq. and 937 et soq. of Vol. 2 of the work entitled "Edison: Ris Life and Inventions, by Frank L. Dyer and 7. C. Kartin, published by Marpor Bros in New York and London, 1910.

[ATTACHMENT/ENCLOSURE]

Mr. Marten Laernos - #2

Under Article 2 of the new patent law of Holland, it would appear that neither Mr. Edison nor enyone else can now obtain a patent in Holland on such parts of these inventions as are described in this publication.

It would also appear that Hosses. Hermo & Small could be prevented from obtaining a patent in Holland on any of these inventions by virtue of Article 9.

Yours very truly,

General Counsel

HL-JS

Encs.

May 10th, 1918

Mr. H. Laernos, Boulevard Evertaen, No. 2, Vlissingen, Holland.

My dear Sir:-

Our Legal Department have just forwarded to you a complete set of papers that vill enable you to successfully defeat the illegal attempts of infringers to exploit Mr. Edison's poured coment house inventions in Wolland.

I also send you, in addition, copy of a letter which Nr. Misson wrote on Merch 9th to your Hinfator in ecocordance with the promise made at the interview which I had with you in Pebruary Mest. You will now be in possession of full information and I trunt it will be sufficient to enable you to accomplish the end in view.

Yours very truly,

WHM/ES

STILLMAN F. KELLEY. 8 CONGRESS STREET. Boston.

Boston, May 23, 1912.

Thomas A. Edison, Esq.,

Orange, New Jersey.

Doar Sir:-

I am this morning in receipt of your kind favor of the

21st. inst., replying to my letter of the 9th inst.

Wish to thank you most sincerely for your kindly courtesy,

and remain.

Yours very truly,

Stillmant, Kelly

Hay 28th, 1912

Mr. M. Lacrnoes, Vlissingen, Holland.

My dear Sir:-

Your esteemed favor of the 13th instant has been duly received, and its contents carefully noted.

I have consulted with Nr. Edison in regard to your suggestion, and he has authorized me to recuest our Legal Department to prepare the Asslaration suggested by you.

This matter will be put into the hands of the Legal Department today, with the request that this document when prepared and executed shall be forwarded to you.

Yours very truly,

WHILE/ES

(Copy for Mr. Headoweroft)

May 29, 1912

Mr. Marten Laernoes, Boulevard Evertsen No. 12, Vlissingen, Holland

Dear Sir:-

Hr. Edison has instructed the Legel Department to take up the matter of the request contained in your lotter of thay list addressed to Mr. Headoworoft. On the 9th of May we sent you a power of attorney which is apparently adequate for present needs. To provide for the contingency mentioned in your letter, I would suggest that you prepare a suitable lidense, granting to yourself and your associates sufficient rights under the applications relating to the easting of coment houses which you have filed or are about to file in Holland on Mr. Edison's inventions, to enable you to carry out your plane. If you will send me a copy of such license with the translation, I shall have it executed by Mr. Edison, provided it meets with his approval.

Yours very truly,

General Counsel.

Mr. J. S. Honnot,

#31 Rue Daru,

Paris, France.

My dear Mr. Monnot:

At Mr. Edison's request I am sending you enclosed, a letter from Kr. G. S. Albanese, of your City, together with a pamphlet relating to concrete houses.

It appears from this letter and pamphlet that these concrete poured houses are being made in Europe under alleged patents of Messrs. Harms and Small.

The facts are as follows:

These two men, Harms and Small, were engaged by Wr. Edison several years ago as draftsmen to help him get up the moulds and to work out the detail of the poured concrete house, as invented by Mr. Edison.

These men were engaged merely as draftsmen to work under Mr. Edison's instructions, and as such became acquainted with all the details and secret processes regarding the making of these poured houses.

These men had nothing to do with inventing any part of the system, and were merely employees acting under Er. Edison's directions entirely.

After a while Mr. Edison became convinced that there were some irregularities in their behavior, and he discharged them.

learned, subsequently that he and small went over to Holland and claired that they were the Inventors of the system of pouring connects houses, and in some way they raised some capital and proceeded to make some moulds and to erect a small house under this system.

-2-

It appears that they have taken out patents in Holland and in France, and we believe in other countries, but they are simply making use of Er. Edison's invention without his consent.

In other words they have appropriated it entirely, claiming that they were the inventors, which is absolutely untrue.

Mr. Edison thinks that it would be a good thing for you to advise some of the poople interested over there that Harms and Small patents are no good. The invention is Mr. Edison's and it had been published before these two can want into his employ.

It is apparent that the people in Europe do not understand the facts in the case, for if they did Harms and Small could not engage capital in an enterprise which is supposed to be protected by patents,

Mr. Edison has already warned the people in Holland, and they have taken steps to defeat the patents of Harms and Small in that Country.

philanthropic enterprise on Nr. Bdison | part, this is a to give the working men a sanitary and moderate priced home, and he does not want to see his object defeated by two unprincipled men who have appropriated his invention and claimed it as their own

The question might be asked you, why does not Er. Edison go sheed and complete this house himself. In reply to that let me say that Er. Edison go sheed and complete this house has been so overwhelmingly busy the last two or three years in attending to his obvious interests, such as knoncyraphs, kotion Flotures, Storage latteries, and other businesses, that he has not had the time to chart businesses, that he has not had the time to complete this system of puring concrets houses.

If he had commenced the actual exploitation of this product so as to put it on the market, he would, of course have been compelled to devote sufficient time to follow it up.

but, as it has not yet been put into commercial Practice, it can as well remain in absymmet for a while until he has been as the complete of the complete of the same and give his attention to the completion of the poured concrete house.

Er. Edison would be very sorry indeed to learn that investors in Europe had sunk money in an enterprise founded upon patents, which in the first place, were wrongfully obtained by persons not entitled to them.

Yours very truly,

Mr. T. A. Edison. Orange, N. J.

Dear Sir:-

COUNSELOR AT LAW

I am desirous of erecting a number of three room cement house for Negro occupants, and wish you would kindly inform me whether you have any moulds suitable for the purpose, which you rent. If you have such moulds, will you advise me as to the rental value. Also forward to me a diagram of the floor plans and exterior views.

The dimensions of the building should be about 15 to 17 feet. in width, and about 22 to 28 feet in depth and one story in height, consisting of living room, sleeping room, and kitchen. No improvements. excepting running water and sink. The house should have a front and a small rear porch and cement roof. There should be air space of 1 foot to 1 foot 6 inches between roof and ceiling; and open grate in front room.

Also give information regarding a double house with three

rooms on each side, with approximate cost for both classes of houses. This class of houses is wholly unknown in this section, and it appears to me that if the houses are desireable, that they will be more sanitary and less destructive than the houses now occupied by that

I will appreciate any information which you can give me on the subject.

AJK/AL

class of tenants.

JOHN BARRETT FRANCISCO J. YÁNES PAN AMERICAN UNION



July 15, 1912.

August Au

AMERICAN UNION

is an international organization and office maintained by the twenty-one American Republics, controlled by a Governing Board composed of the Secretary of State of the United States and the Diplomatic Representatives in Washington of the other American nations, administered by a Director General and Assistant Director chosen by this Board and assisted by a staff of statisticians, compilers, trade experts, translators, editors, librarians and elecks, and devoted to the development of commerce friendly intercourse and better acquaintance among all the American

Parablics.

Gentlemen:-

We have received an inquiry from the Brazili Ambassador for information concerning the construction of concrete houses. If you will forward to us the material descriptive of your system we will be pleased to translate it into Fortugese for the use of the Brazilian government.

An early reply will be greatly appreciated by

bhief Clerk

Thomas A. Edison Company, West Orange. New Jersey.

Jorn and a conficient of entire the second of the second o

JF



Premier's Office, Werth.

genery.

189

Reply to this Letter.

Ho.

24th July, 1912.

Dear Sir --

I beg to attach hereto a letter which I addressed to you on the 29th February last, but which has returned to me marked "Hefused by Addressee".

It would appear that the stamps which were placed on the envelope prior to the despitch of the occumunication from this Office, were stolen in transit, and I am now causing enquiries to be made with regard to this unsatisfactory business.

I think it well, however, to re-forward my
lwtter and accompanying enclosure to you, and in doing
so may add that the administration of the "Jorkers' Homes
Act" of 1911, is now in full swing, and from all appearances
will move of great benefit to the community.

Any further information which you may care to submit with regard to the class of house which you have had under consideration, will be greatly appreciated.

> I have the honour to be, Sir Your obedient servant,

Thos. Alva Edison, Esq.,

East Orange,

New Jersey, U.S.A.

2.3. Since writing the attached letter I have received your promised communication and given due publicity to the information forwarded.

[ATTACHMENT/ENCLOSURE]



Premier's Office, Berth.

It is requested that the following Number be quoted in the Reply to this Letter 29th February, 1912.

189-

No.

Dear Sir --

I have the honour to confirm my cable to you of the 25rd inst., reading :-

"Weetern Australian Government giving catentien to erection Workers Homes on extensive scale. Professor Mills when here mentioned your proposals regarding economical construction Will you supply definite information respecting seme and can we utilise for such purposes Gost of reply will be defrayed by this Oovernment."

and to acknowledge receipt of your reply yesterday :-

" Will mail information."

Under separate cover I am sending you a copy of the Workers' Homes Act which was passed in Parliament of this State during last Session, even a cursory peruant of which will, I think, show you what is proposed to be done.

When Professor Hills was here a short time ago he mentioned that you had a plan for the economical construction of buildings, and, with a desire of obtaining information first-hand from you, I cabled at the first possible date, and an this looking forward with interest to the receipt of your letter, which I trust will be of such a nature to enable us to come

/to .

East Orange,

Thomas Alva Edison, Esq. ,

-1-

to some satisfactory arrangement.

I have the honour to be

Sir,

Your obedient servant,

PRECIER.

Thomas Alva Edison,

East Orange,

MEW JERSEY.

Woodland, California, July 30, 1912. Thos A. Edison, MEADOW CROFT.

Grange But.

Dear Sir; I wan very anxiot to find out the full particulars as to the way your coment houses are builts, I understand the same that you have the construction attended but I want to know what they are like. I have been older that you have been constructed in Milwauhee and the work of the same that the same want they are like at the same that the same want to be same that the sam

Ver# Truly,

Experience HJP/P

75 Provest (agent Edian Phonographs et von Helled) GEORGE STUART SMITH, 18 BROADWAY, NEW YORK,

DIVIDEND PAYING PROPERTIES.

**ECHNICAL FINANCIAL ADVICE FOR INVESTORS

TELEPHONE GALL.*1287 BROAD.***

CABLE ADDRESS: "ZORAYDA. NEW YORK.**

Thomas A. Edison, Esq.

Orange, M. J.

Honored and Honorable Sir; -

Harry correct

Three or four years ago you were kind amough to write me an exceedingly courteous letter regarding the popularization of "Concrete" under ", the influences of my dear Futher, --

Er. Franklin W. Smith, --

of the Villa Lorayda,

St. Augustine, Fla.

The letter was forwarded to my aged Mother abroad, and -- in her travelling from place to place, -- it was lost.

My Father passed away last Autumn.

My purpose in now writing is, -- to ask if (at your own convenience) you could send me a duplicate of that letter, for permanent preservation.

It occurs to me that a copy can be found in your files -- by an ausistant, with practically no trouble to you.

The exact date is wholly forgotten, except -- it was about the time of the "Concrete Exhibition" in the Madison Square Garden, where you had a fine exhibition of your own concrete houses. Under the initial "3" in your files of that date, perhaps the copy can be found, and easily "copied."

Otherwise, a paraphrase of the thoughts therein, covering your visit to our concrete villa, and the pioneer work of my Father, leading the way to the present tremendous industry, would be a frankured favor.

Yours very kessect of in



.B. SWETLAND, PARENCE.
V. GLARK, SEC.S TREAS.
G. BETTE, MARAGINE SOIT

THE MOTOR WORLD PUBLISHING CO. CABLE ADDRESS TOTORNORIE'N

MEGGA HULLING NEW YORK October 18th, 1912.

Thomas A. Edison, Inc.,

MEADOW GROFT

Orangem N.J.

Dear Sir.

Will you be kind enough to inform me where I can obtain data regarding Edison forms used in the construction of concrete houses. I am particularly desirous of finding out whether or not such forms ever have been applied to the construction of small, cheap concrete garages and if so where a description of them can be obtained.

Thanking you in advance for the favor of an early reply, I am.

Cours Cotter

Stantey P. me min

MILLES-BRUKELLES, LA S. Marchanto I la Selija, hand copison postof 14-15. NUE DE LA COUNDHAI affligues do fumin in le Continut . Is windlet But ginnerse, rechief , et attends for celle is, he but imment moralisation at humanitain go well & - Honsing Bison . c forfore. Cours cet condition to some semi Il a its bearing parti; en Sel-One fartialecount remarket gips, I'm explication d'am son A Your rowling him metter le derries Inentilluses Deinstate que formetters Competed & with administration on Se Constituire, a un fuir ottactioneris Deffert ages mei, et & me senseying ment reduit; les main on extige. Li en hunge , sent exclair de della Det line; our forpulation ou time. Or , for some free simute a forge for the forest moment below , The bolder of the sound of the s & Construction you how freements out of faits, en me désignant les bealts. on pourse this low cuito, Your l'expais In re four printer grande exhille, as habitations outers. in l'astulia, his promore monsion . en thate I'me hi en a moment a I'm fries do were fasteren 3 fre pusation, et à lequelle mon étule me, untured his croting-Lentin de fint! I semi done homer, Mensen, Col Monsier Edition

The Belgian Successment is making certain laws concerning Wirkmens-houses and the norther of the is northing out for the government a scheme on a large scale, for such cheep hadisations and is considering your system of concert-constructions. Much the hoppy, if the Belgiam could be the first country in buscape to interduce your system: Whats your competent agent of communicate with him and lete him, if my thints have been much for your competent great of communicate with him and lete him, if my thints have here, where with your system, and where, so that he might be able to while it.

Olympia Jan

School for the Doaf, Chafou, China,
Hovember 12th., 1912,

Dr. Thomas A. Edison,

Honeysuckle Avenue, Mowellyn Park,

Bast Grange, H. J., U. S. A.,

Dear Dr. Edison; -

The description of your "Wonder Rouse" reads like a chapter out of the "New Utopia". Must a boun a modest home on similar lines would be in this land!

I want to lose no time in installing the system in my School for Chinase Bear Children hove in Chefoo. When you have it ready to put on the market at a figure that will permit me to indulge in it I want to know. I have a small sum of noney given expressly for a heating a and lighting plant. I want to invest it in your storage battery system. By som would like to act as your egonly in China if you are going to use sgonts. I would refer you to In Dwight H. Day, Fressurer of the Board of Poreign

Hoping to hear from you soon and trusting that the coveted boom of electric lighting may be mine, I remain,
Yours very sincerely,

(Mrs.) A. J. Mills.

PENNSYLVANIA. PANAMA AND PACIFIC TERMINAL COMPANY

PETER J. HUGHES Bossinsur

EXECUTIVE OFFICES

DELPHIA, PA. CROFT, November 15, 2512.

Mr. Thomas A. Edison, East Orange, N. J.

My dear Mr. Edison:-

We are building a large Terminal below

Horse Shoe at Philadelphia, and our Consulting Engineer has informed us that we must provide for a population of at least 100,000. this to mean five to a house, or 20,000 houses. With whom may I deal to arrange for the construction of 20,000 Edison Concrete houses? Give me some general idea as to the cost -- 1,000 of them to be of a superior class; the others for the ordinary workman.

As we purpose to make our piers of concrete, we will also ask for prices on that work.

Very truly yours,

Pen Je Hughers

CHARLES F. HALL

ALL ORDERS ACCEPTED AND CONTRACTS WADE AND CONTINGENT UPON STRIKES, FIRE, ACCIDENTS, OF STAFF CAUSES BEYOND OUR CONTROL.

CONTRACTOR

19 AR MILK STREET

BOSTON, MASS., Dec. 2, 1912.

Mr. Thomas A. Edison, Menlo Park, Orange, New Jersey.

VELEPHONE CONNECTIONS

DEC - 4 1012

tion Simi-

Dear Sir:RE to your method or steel forms for building a series or small concrete houses.

I am deeply interested in this method, and would like to outle a series or such houses here in the moston suburbs, and I believe I can bring such an enterprise to a successful issue, also give the owner a fire-proof and water-proof house at a cost of about one-half they now have to pay for one in wood, concrete or concrete blocks.

I have seen interested in this method since reading a clipping by you, in 1907, out could not convince syssif they could be made water-proof, until a snort while ago I received a book from the U.S. Bept. or Agriculture on Oil-Mixed Portland Cement Concrete, and by using this method of US or petroleum residuum oil, based on the weight of coment in the mixture, will make a first class water-proof nouse.

Will you mindly inform methe cost for privilege of using your method and any information on this matter that it may be your pleasure to furnish.

Thanking you in advance, I beg to remain,

Yours very truly,

Chas. F. Hall

December 19, 1912

Mr. Martin Laernoes, Boulevard Evertson, No. 12, Vlissingen, Holland.

Dear Sir:-

In view of the request contained in your letter to Hr. Dyor of September 16, 1912, Hr. Eddson has sent a letter to the Minister of Agriculture, Commerce and Industry, offering and granting the Government of Holland permission to use his invention relating to the easting of coment houses for certain purposes. A copy of this letter is enclosed horosuth.

The references to the following publication may be of interest to you in connection with the use of clay in concrete mixtures:-

Sabin on "Cement and Concrete", London, 1905. See art. 49, "Effect of Cluy on Coment, Mortar and Concrete", beginning on page 253, also paragraph 436, "Clay in Concrete", beginning on page 305.

Very truly yours,

HL-JS

General Counsel

Enc.

[ATTACHMENT/ENCLOSURE]

PROM THE LABORATORY

OF
THOMAS A. EDISON

December 19, 1912

To His Excellency The Minister, Landbouw, Handel and Industrie, The Hegue, Holland.

Sir:

In my letter to you of Merch 9, 1912, written at the request of Er. Mertin Leornoos of Vilosingon, Holland, I communicated to your Government certain information relating to the concrete mixture, which, after much experimenting, I had found satisfactory and successful for the purpose of pouring concrete and capeant houses.

I have also furnished Mr. Learnoss copies of the following of my United States patent applications to be used in taking out patents for my invention in Bolland or in opposing the grant of patents in Holland to others for the same invention:-

A copy of the specification and drawings in my application on Cement Buildings and Processes of Constructing Same, as filed in the United States Patent Office August 13, 1908.

A copy of the specification and drawings in my application on Kolde for Concrete Construction, as filed in the United States Patent Office December 29, 1908.

At the further request of Mr. Laernoes, I hereby offer and grant permission to your Government to employ the invention disclosed in my said letter of March 9, 1912 and in my herein-

[ATTACHMENT/ENCLOSURE]

(2)

before mentioned applications, in the casting of houses for working people and for the poor in Helland, to make such alterations in my said invention as may be necessary to adapt it to the requirements of the country and climate, and to use the information horotoforo furnished your Covernment and Er. Lacrnoos in preventing others from making a monopoly of my said invention, and I furthermore authorize your Government to permit other persons and socioties to use my said invention for the purposes hereinbefore stated, subject to such routrictions and conditions as your Government may see fit to impose.

Very respectfully,

(Signed) Thos. A. Edison

Edison General File Series 1912. Charities and Loans (E-12-26)

This folder contains unsolicited correspondence and other documents contening Edisors's charitable contributions, financial assistance, and donations of equipment. In addition to letters relating to Edisor's donations to organizations such as the Young Men's Christian Association of the Oranges, the selected items include fund-raising appeals made on behalf Sarah Farmer, the daughter of electrical pioneer Moses G. Farmer. Also included is a letter from Andrew Phillips of Milchigan, who worked with Edison as an titnerant telegrapher in Memphis.

Less than 1 percent of the documents have been selected. The unselected letters consist primarily of requests for money. Many bear Edison's notation. "no ans."

Mr. Edism W 199 20 21 remember all These fulks Jim France Dear sin I be mes canductur on grand truck hope that you will pardon Billy murtimore Brake man Bill The for whiting this litter Willey tram dispetcher at Depa Joe Daly the one amued man but I ust to know you when I mas a little girl at Port Watchman at the Daput her he arthur Huron or at least fart Gratist that Kepl- the arthur house when your brother Jake a near Deput. Their is lets more butyour other bother Glove Keftcannot This of Their names. My sister and Brothermolan is died a general store in fort gratit I am hus James Browns sister several years aga died in Detroit be mes Eduductor on the mon hu Edison I have had all Kindy Grand Trunk R. R. my sister ust of misfortus sideries death I law In Trade agended at the store a long the only long 11 yes old that ust he send me after them she lived on the part street is stery delicate and has a very load dough and nervines child It facing the river her Bradbery much medical alentin from a specialit lined spisil-her you must and also myself I have storicate

me mercy in This world I have had such bed luck for the lost from years that I one served husbred dellas hi digret ones . I even had his barrow on my

life insurance mutual life of the J. I have friend inter that you

comes due the 10 of night month but I supered with lines it sure of theme we shall cray

when I had means I was good the the poor and know one ever men Knew I gave a duller but in Prosperity it is very easy to find a friend but in adversity

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a while untile I can get on

this town they mand their name and eny one dees more published

male I muld rather die and

not tile any one my encustances

it is the most dypicult of all Things, nom her Edison I am ging hi ask you for all time sole to help me out of my pereral structes untiled can get on my feel again I mean to loan ilto me, fine me a ferm years he pay it back and I mile pine you amy mard I will du justas I seef pay you all book ! don't mant any one has lower abul- this I praise you i you mill saint sine you will never? regret-il-I am a good moman bul- mispoline has come and me Jum old age there my many hugent is 825-1250 December Coloncola (Mary H

H. EUGENE SAWYER, Jr., 444 Faverweather Hall, 3 m/ 1200.

han house a Estron, Lucklyn Park Orange h.g.

<u>Up 200</u>, 1912.

On March and, the Hotchkiss Class of 1999 had their triennial reunion at the School.

One of the Members suggested that the Class found a scholarship as a token of its affection for the School. In order to do this it will be necessary to collect the sum of five thousand dollars (\$5,000), the annual interest on which will be sufficient to pay for some fellow's tuttion at college.

The plan for selecting the student to whom the scholarship shall be given is as follows:

The fractily shall first make out a list of students who have been working their way through school and whom they consider most worthy. This list shall then be submitted to the student body to vote upon. The student receiving the largest number of votes shall be awarded the scholarship. In this way the question of which college a fellow expects to attend will not enter into the matter at all.

The suggestion secured to be very favorably received, both by the Hotehkiss faculty and by the Members of the 1909 Class who were present.

While the matter is one which concerns the Class, it has been felt that parents who als sons in that Class would also be interested in the idea and wish to help toward getting the five thousand dollars (\$5,000). With a view of determining the probable success of this undertaking, before asking for final contributions, I would very much appreciate an indication from you on enclosed blank, of your feelings regarding the matter.

This is the first thing of its kind which has been attempted by a Hotchkiss Class, and its success rests entirely upon the support which the Members of the roop Class give it. Trusting that you will see your way clear toward helping out in this worthy

cause, I am,
Yours sincerely.

H. Eyene Lawy inf.

Secretary, Hotchkiss Class 1909.

Checks should be made payable to:

THOMAS L. NORTON,

Treasurer of Hotchkiss School.

[ATTACHMENT/ENCLOSURE]

H. EUGENE SAWYER, JR.,
444 Fayerweather Hall,
YALE COLLEGE, NEW HAVEN, CONN.
191
Provided that the entire amount of \$5,000 for 1909 Class Scholarship Fund is
subscribed for, I will contribute to said funddollars,
on or before1912.
Signature
Address
601116011601160116011601160116011601160
Remarks

(Marional Electric Light Association

OGHE F GILGHRIST PARADRAY
GRADO IM.
FRANK M TATT PERS VOR PARADRAY
ARTHUR S HUEK MOOREN VICE-PARADRAY
CHORAGO IM.
T GOMMERROUM MARTIN MOORENT
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NEW YORK, April 49 1912.

Thomas A. Edison, Esq., Edison Laboratory Orange. N. J.

Orange, N. J. Dear Mr. Edison:-

This will introduce to you kre. Logia know Mead of Boston, Massachusetts, who is inferested, with Miss Emma Thureby, in raising funds for
Miss Sarsh Farmer the daughter of Moses O. Farmer, in order to take care
of her in her declining years. Miss Farmer was left a small estate by her
father but appears to have exhausted it in philanthropic and religious work
and largely in the cause of Universal Peace. Several friends have taken
the matter in hand and it is proposed not only to secure direct contributions
but probably to hold a subscription concert, the proceedings of which will
be devoted to the same fund. Hre. Mead can give you details of the whole
situation.

Believe me,

La Character

[ATTACHMENT/ENCLOSURE]

39 Newbury Street, Boston, Mass., March 21, 1912.

My dear Sir:

You may recall meeting Mr. Mead and me a moment at the banquet given to us by Count Appenyi and the Interparliamentary Union at the Humparian hotel at Budapest last Septembor.

I venture to address you to enlist your interest in a project of Mir. Röwin Ginm, the publisher, of Boston. He has for months most renerously been providing all the expenses of Miss March 7. Farmer of Flict, Maine, who is the only child of Professor Moses G. Farmer, the eminent electrician. She has been a great invalid, but though now much better, must continue to have an attendant Indefinitely. She is sixty-five years old, and though she has a home she has no income. Mr. Ginm feels that for herself, attendant, doctor's bills, etc. she should have anamentty of '1800, of which he pledges '500 if the other '1200 is raised, and be consents to be trustee of the whole fund. Mr. Carmeric promises 250, Mr. Charles Coffin 2100, and monther friend#fig.

As Miss Parmer's near friends have small means, the (700 now remaining to be raised so hope mer's perrovided by those who can more easily contribute and who would like to pay a tribute to Trofessor Parmer's service to the world by making confortable his daughter's remaining moars. She has been a remarkable woman, localiarly lovable and generous, and had she been less benevolent the mould not be in for present situation.

I have been her friend from girlhood, and am also Tr. Simils friend, and write under his authority. I shall be especially grateful for smything that you may see fit to contribute for this annuity to the daughter of one when you must have known and honored as a pioneer in the field of science in which you have won such remova.

Very respectfully, and head.

YOUNG MEN'S CHRISTIAN ASSOCIATION OF THE ORANGES

TELEBRONE 30

419 MAIN STREET, ORANGE, N. J.

May 1st, 1912.

Mr. Thos. A. Edison, West Orange, N. J. Dear Sir:-

later design the contract our During the year closing April the 30th we have paid the rental of the rooms at Oakwood Avenue and Parrow Stree occupied by the Colored Branch of the Y.M.C.A., and in addition have paid half of the Secretary's salary, the total of the two items amounting to \$720.00. In former years this has been se-

cured in part by direct subscriptions from friends of the work. We have not yet received the renewal of your subscription of \$20.00. May we not count on you for this before May the 10th on which date our books will be closed. I cannot too strongly omphasize our appreciation of your help in past years. that this work amply deserves continued support.

Yours very truly,

Samuel H. Dodd, Treasurer.

of Board of Directors.

10.10	
SAML, W. BELDON,	WM, THAYER BROWN, SAMUEL H. DODD, HENRY D. DICKSON, VICE-PRESIDENT, TRANSPORE, GENERAL SECT,
,	Young Men's Christian Association
	OF THE ORANGES
TELEPHONE 301	419 MAIN STREET, ORANGE, N. J.
	May 3rd, 1912.
Mr. Thos. West Orang Dear Sir:-	i. Edison, e, N. J.
that this	On behalf of the Association we beg to acknowledge button toward the current expenses and to assure you expression of your interest and co-operation in our work appreciated.
11- 2 1 1	Enclosed herewith Treasurer's Receipt.
Very Cordia	Very sincerely yours,
personalha	Reclosed herewith Treasurer's Receipt. Very sinespely yours. H. S. Sull Kours Us Algoure, General Secretary.
thisgenera	NA AA
) F, D - D ,
	Orange, N. J., 5/1 1912
Rec	eined from Thomas A. Kdison
. ~	and the
One;	Coundred. Dollars
1	- yman
\$100 and	" mea af the draugh
į	Doung Men's Christian Association of the Oranges
	419 MAIN ST., ORANGE, NEW JERSEY May 1 & 191 -
No	3915
Mu	Tho a Edison
	Thos. a. Edward Park wo
	Directors take pleasure in acknowledging the receipt of your
	of Our Hurdred Dollars,

Friend Elisan EDISON NOT THE GIVER. Uf come colleges are splendid Use Datter Hee for Money He Says. Disclaiming Boston "Tech" Gift. List deplorable that Thomas A. Edison was asked yesterda; Thomas A. Edison was asked yesterdily at his home in Lieuwilyn Park, West Orange, N. J., if there was any truth in the resers that he was the denor of the Thank, receive -4 L. . 4 -- 1 the report that he was the donor of the \$2,500,000 fund recently given by some one to the Massachusetts Institute of Techschol, but to leden how ton tefficient to secure most water for min f Third 2 & years with one of Mr. Edleson was not only autonizated, our seemed almost frightened when the re-porter informed him that the belief exist-ed in college circles that it was he who made the handsone gift which President McLaurin of the institute announced a is a and a to often uple of months ago.
'Of course, I didn't do any such thing,"
let Mr. Pollson with emphasis. "Than "angel mold Mr. Edison with emphasis. "Thave better use for my money. I can use my money to a thousand times better adgant up del his en mency to a thousand times better ad-contage than any college in the country."

Mr. Edison then told how people were constantly applying to him for donations or various charitable, benevolent, and durational fraction. tride gratters to search land do se and degrade inic aunch educational institutions.
"People come to me and ask me for
\$5,000 or \$10,000 for this or that," and
the electrical wizard. "I don't give it to
them, because I can use it better in expro them, because I can use it better in ex-periments that are likely to work out something of great good for mankind, "If I had a billion dellars I wouldn't is to live o make such a gift as you speak of. Let Rockefeller and Frick and the others who authoriza. noncommer and Frick and the others who have so much money that they don't know what to do with it give their mill-ions to the colleges if they want to. I have better use for mina." and This dampta correction of the inherited flament the flament there of this by ye, tichar do plots to taugh and appropriate others affa seem permitted to insist that their land miles I must in banning you trul of That their landers control of my properties proved of can vontine love time I ha evalving stuperdows benefits to mankind, I will see you when me can mestat par, Genially Fredrik Stuart, 20 Court St.



INAV AND SINTY-DIRECT STREET HARTTON D. 204-206 Press Starry HEWARK, 24 BRANFORD PLACE SPRINGFIELD, 832-834 STATE STREET

Mr. T. A. Edison.

Llewellyn Park.

W. Orange, N. J.

Dear Sir:-

Your kind offer to furnish a car on Orphans! Day is accepted with thanks and if you will have same in front of the Newark Motor Club, 845 Broad St., Newark, N.J. opposite the Central Railroad at 12:30 P. M. on Thursday, the 20th., inst., we will endeavor to give these little ones the time of their lives and we know you will receive the proper reward for your generosity.

Very truly yours,

LOCAL MANAGER.

CLF/EC

Ed- Hord

W. S. Nunnelly,

Dealer in General Merchandise.

Pennuls, and all other Farm Products. Angora Souls and other Line Stock.

ME - OW CROFT.

EMIPPING POINT

Hr Thomas A.Edison.

Dear Sir:-

I hope this will reach you, and that you we a letter from a farmer, in Tennesce, who had the you at his home, (Vernon Tenn Have 2 million to a Colles

While here. I mentioned Industrial school here, where as well as numbers of strong healthy youngst in ignorance.

You tought I might

r good work). might possibly become incre

naterened after some of our hools, would be of greater service than all of Mr Carnigies Librari

I hope you remember my place, and the

W. S. Nunnelly,

Dealer in General Merchandise. Peanuls, and all other Farm Products.

Ungora Souls and other Live Stock.

2 T.A.E.

Vernon, Tenn.,

The land I have selected is about one mile from Rail Read Station, and in my opinion is an ideal location.

A small portion of your income from Mooving picture shows, would soon build a very creditable school, and would develop some of our crude material, into men and women. It work.

Pardon me for suggesting, this is an ideal place for rest, every thing

Pardon me for suggesting, this is an ideal place for rest, every thing quiet, there is bath attached to room, you occupied while here, (built since if such seroundings would suit you, we would be delighted to offer you our best, for few,or many days, and let you consider my proposition after meeting the site and seroundings.

I refer you to J.B.Walker Cabbier First National Bank and A.H.Grigsby presalt. Ditizens Nat. Bank both Of Centerville Tenn. also Ex. Gov. Benton McKillin, Mashville, Tenn.

Blease let me hear from you.

Yours Truly,

A. S. Mundly

YOUNG MEN'S CHRISTIAN ASSOCIATION

TELEPHONE 301

OF THE ORANGES 419 MAIN STREET, ORANGE, N. J.

June 26th, 197h

Mr. Thomas A. Edison. Llewellyn Park, W. O. Dear Sir :-

Recently we closed our fiscal year with what our Directors believe to be a good record of work accomplished and fortunately with all bills paid. The budget adopted for the coming year anticipates about the usual amount of receipts from membership fees and dormitory rentals and estimates that \$10.380 will be needed in subscriptions from sustaining members and friends. Our Finance Committee is very desirous that you will continue your subscription of \$100.00. We are always in special need of cash at the opening of the year. If you can conveniently send a check at this time your kindness will be very much appreciated.

Yours very truly

ASS DEKNAM General Secretary.

me miller's apl 29-1912 - check for

\$ 100 - was sent to them. to help close oto year without defect.

The Bank Control State of Edison Grant State

Sept 26 1912

1200

Mr.Thomas A.Edison,

Orange N. J.

Dear Sir:-

It has recently been brought to our attention that some time during last year or possibly the first of this year, you donated the sum of \$100.00 to the fire department of our town, and that this sum was forwarded in a check or draft to the Ohisf of our fire department.

If this be true and we have good cause to think it is true, we will be glad if you will give us some information in regard to this matter. If you forwarded the contribution in the shape of your personal check, we trust you can send the cancelled item to us for our inspection. If sent otherwise, we will appreciate the facts and information as to how the sum was forwarded. Thanking you in advance for the information,

Manuel Manuel

Emin Sur Hemoral is Color Hemoral is Color Hamiltonia Edison.Ga.

October 19 1912

CAPITAL 550,000.00. SUMPLUS \$25,000.00. Mr. Thomas A. Edison,

Orange, H. J.

Dear Sir:-

(mo) (1/2) On the 3rd.instant we wrote you as per attached conv. but so far we have received no response.

The mayor of our town has made muny inquiries of us in regard to this matter and has earnestly requested that we write to you again, in the desire to bring same to some conclusion.

We have no desire to trouble you and it may be that you will not want to forward us the items which we requested you to do. We would ,however, like to have a further reply from you, especially in view of your very courteous response to our first request for information.

Yours very truly, Minimum.

[ATTACHMENT/ENCLOSURE]

Out 3 1912

Mr.H.F. Miller, Secy., Hon. Thomas K. Mdison, Orange, N. J.

Dear Sir:-

We have your favor of the 30th.ultime, stating that Mr. Bdd:on sent to the Bdison Georgia Fire Department on June 18th.1911 at the solidatation of Ches. A. Hennessey his check for \$100.00. You also give us the endorsecents on the check and state you hold a recourt from Mr. Homessey.

We will not even dignify this trunsmeation by caying it is great, which is too coft a word. in Bonnessey is chief of the Miro Department to our little town by winting of his experience in the late of the control of any others of the control of any others of the control of the

None two weeks upon representative of the Fabric Pire Nose On Atlanta (as, estated to the skyor and Council in essaion that you had sent a check to our fire department, that is knownessy endormed sens and forwarded it to a clerk in thost efficient of the coperation of the control of the council of the cou

We are confident you want justice done in this matter and we selt that you send to un the first collicitation of Chas. E. Homnessoy caiding for the donation, the cancelled chock endorsed by his and also the receipt Ar. Honnessoy out you. We dislike to trouble you but this in efform of crockedness which should be punished and we sak your co-operation to the extent of formerding the titous hearthoad.

We will send you our receipt for the papers and will return then to you just as soon as we can. Of course the papers will first have to go into court and we might want to hold them indefinitely.

Yours very truly.

Cashier.

CHAS. E. HENNESSY

Practical Tailor MEADOW CROF

Mo Thomas Co Coliners.

This Dept of This City! which I anknowledged, Irefrained from bothering year not now but for the fact that it, and in simple justice to myself I am writing now.

about the true of the secret of your \$400° is to because condent that the funds at the city disposed for Two left-was in 1911 were calamited, and I deceded to let thing, of sented Mr.

on the "Day" cide in the Maynatty center and the present Mays I.O.

Laurence was elected on the "Whichy " ticket,

CHAS. E. HENNESSY

Practical Tailor

...

Edison, Ga.

Unlike come vector he is not growing and for summercount both a little duther to nee, and but for the fact, that the cetizen groundly, wanted now conductive.

I have to dely consisted a Horder Gudder Wagger, and a sentim of allowing his heaving her highest towards the free infanced from hinging use in allew of the tries of the tries of the tries of the tries of the tries of the tries of the tries of the tries of the tries of the tries of the sent of the property of the private the connect that it was reduced in and though my judgement we bright the same for 355", which I do not leaded to any was a caving of 184°C graft versay of his.

And right he waked now to attend a affected meeting of the Commoil, and there therewould of me the front which you want, and I the commoil, and there is and continued, without of you to do so not estimate which of you to do so not estimate which they go to do so not estimate. It is you, and he are you and that him to either do thin a hour me annoted, I you, and he will you though you have I had at any Most this think chiose, I have not now, no have I had at any

time Either The desired trating you as the light out of that money, but for receiver which would then pages to tell I have simply done as I thought hast. And how not Expended it will I can get product result,

CHAS. E. HENNESSY

Practical Tailor HOME BUILT CLOTHES

Edison, Ga.

I am a from naw, working hard to support my family, and on perstice to me, I ask you'll comfined predgment until you have heard all of it, and with regard to my sellimate expenditions of your money. I wish you to wait with the rest Scalies, in frainy 1913, then you get a mayor who means to donight I will conferrate with him, and if we do not I will retirm to you your donatur,

If This does not meet your appearal, I will return the nancy whenever you say, but do not word & time at to the Mayor, and To have Ann say that be forced me to,

I could refer you to any number of new good citizens, who will tell you that I am a man of my and, and hope to show you that I am, With apologies for the length of this and hoping for early advice from you in egged to the matter

I remain

Respectfully Char & Humesey

1. M. S. J. Mink., nov 20th, 1912. me The a Edward Wo and worker \$10-dendly lark, Orange, N.J. A 10% Dear Sirt You have in all mobability to yother me, but I have the distinction of having worked with you over fity years ago in Memphis Zam. In these days I Ended kneer and alsows with you more than once as we touch away on the old single wires of iron, and got Essets too. There was the days when no one drawned of the duples - that is no one but 2006 - and for the most of us, they were harry, harry dans. Since the institution of your duples and quality and with the advent of the censer wine o'remits, the dynamo and the Appendides business with the Ligging has gone on apace, and the old time is are all the reason them myself amongst them strong their early great back, I guit the topped field

and for 17 years prospered. But unoise opeculation in stocks brought on financial disenter and this was followed by sickness which today leaves me in bad shape. I haven't very long to stry in this glorious country, Thomas, and if you would and me a little financial and to keep worn through the central winder, will go to the grave in graterie Remembrance of your Kindnew, Hoping to hear from you at your convenience, gam Thomas, Thus Very Gincenty, andrew Phillips

" Or Ema

Nov. 23, 1912.

Mr. Chas. E. Hennessy,

Rdison, Ga.

Dear Sir:

I acknowledge with thanks raceipt of your favor of the 11th inst., enclosing \$20.00 in each, and I note that you will forward the balance as soon as it can be withdrawn.

Yours very truly,

Edison General File Series 1912. Christmas and New Year Greetings [not selected] (E-12-27)

This folder contains Christmas and New Year greetings from Edison's family, friends, and business associates, along with unsolicited correspondence from the general public.

Edison General File Series 1912. Cigarettes (E-12-28)

This folder contains correspondence and other documents pertaining to the harmful effects of tobacco and cigarettes. The two selected items bear Edison's reply in the form of marginalia.

The unselected material consists of a few anti-cigarette pamphlets.

Elian Hard

Reading Feb. 74/8/2

Mon P. A. Edison.

Lear Son We had no arguine of with a moun about the right of more officed to state income argued that street sone from clid. I clarified you fed not to settly they sustion blesse answer you know on this sheet with your name. Fours truly

() Fd- Hard

My opinion is that the highes questions to the most unportant throught of makes unbappiness comes from laguor not tobases,

Thos. A. Edison, West Orange, New jersey. Dear Sir:

Through the medium of one of the New York City dailies, Income the menum of one of the new fork City dollies I learn that you are prominent and active in the anti-memoking agitation. Tobacco smoking is quite often called a "mabit" which term is misleading, to say the least, but if a habit, tit all ke liquor drinking, a habit born of a craving inestiate and deen-seated.

I am pleased to see that a most necessary step in thus being taken in defense of the public health, and hooe it will soon attain the proportions of a solossal movement, country-wide, yea, world-wide, but am sorry to note what I believe to be wrong methods, policy, direction and course.

To link the tobacco smoking question up with the antiliquor one that has become chronic, through the employment of puritanic, erratic measures, for the past fifty years that I know of, will be to hinder it, I feel sure.

What we want to do right at the start of this most crying need is to treat anti-tobacco mmoking on the basis of a hygienic movement solely, and ignore entirely morals, social status, religion and all else in this connection.

The anti-liquor people, God bless them, have been banging away at their subject in all the ways but the right one for between fifty and sitty years, and there is at present more liquor made and consumed per capita than ever and increasing all the time----and their it hink, is the test of whether they have failed or aucceeded.

I don't cite this in order to say anything derogatory to the anti-liquor movement; far from it; but just to safeguard the possible anti-tobacco (hot nicotine fumes) movement from committing the same egregious errors along the same lines.

The trouble with the anti-liquor people was that they always worked through the legislatures, etc. to compel, by statute, honesty, morals, appetite and all else. These cannot be compelled by statute. What we want to do in the matter of tobacco is to inform and educate humanity as to the exact deleterious effects of tobacco smoking (hot mitotine fumes—masticating it is another and less important phase of the subject) on the human system, and having shown this convincingly—beyond the peradventure of a doubt——it then becomes a matter of individual responsibility, and the result is sure if slow. No one, practically, but will protect his health if he knows how, Nearly all the advice at present on health, even through what might be deemed the most authoritative sources, believe me, is but nostrum, notion and plausibility, and not actually worth the paper it is printed on.

When a proper knowledge is obtained by the masses of the exact of the haman system of host actions tunes, it will no doubt, be son the haman system of host interests the manufacturing industry, and the proper shall be actified of human life at present and for a long while past that that industry has been maintained. When the proper data is gleaned, Government must make an exhaustive report with the appalling, little proper data is gleaned, Government must make an exhaustive report with the appalling, little proper data is gleaned, Government and the proper with the appalling, the medical fraternity must yield complained, the big Metropolitan dalliest must expose their hand, and the game is practically won. But don't resort to the old, worm-out, puritanical methods of the Prohibitionists.

As to the exact effects of hot micotine fumes --- atrocities of Empress Nicotiana -- I have investigated somewhat myself and have a good deal more than I can find room for here.

isolation hospitals in and around New York City and nearby Jersey all the subjects are, almost to an individual, men and those men all smokers. However, the doctors and the newspapers are pureful; this information against disclosure most zealously.

i can show how hot nicotine fumes, constantly wafted through nasel passages and alimentary channels, inflaming membranes, produces abbral heat, spreade the pupils of eyes, impaire sight, renders hearing defective, induces baldness and causes insanity. There is rarely a case of female paresis; they are all men and all tobacco smokers. The baldheads are all men; rarely a woman.

Epilepsy and apoplexy can all be traced to hot nicotine sources---affecting the brain.

traced to smoking by men; rarely a woman. It is earle to say that every leper is a smoker, if not of tobacco then opium; a woman to see the very leper is a smoker, if not of tobacco then opium; a woman leper is rare, and it is probable you'll find her a smoker of some kind at that. Investigate this for yourself.

that a pre-natal effect could be shown. When all is shown that can be, and a Government report is brought about, shout 25 to 50 per cent of medical practice and business for the doctors will be curtailed; is it any wonder then that they want taken it gives the should be considered that the process of the physicians and process of an obstatric persuasion, and incidignt professionally to that extent only. So any intidative is very unlikely from that source.

There have been liberators and emancipators all the way from Moses down (or up) to Limcoln, but a greater than either of them is yet to come, and it will be he who convincintly informs humanity of the exact effect and symptoms of tobacco smoking on the sembranes (the east probably of all diesame) of the human

system, inflaming them, creating abnormal temperature, inhering Susceptibility and diminishing constitutional resistance with dire consequences.

Certainly what I am stating ought to be obvious to the most canual observer. If started right now any movement toward amelioration is late--years, centuries late--but it's never too late, stc.

There is too much to be said about tobages and its results to be covered within the limits of a letter of this eige. There is a lot of humburgery being employed at present earegmarding (1) the public health, especially along tuberculose lines. prevention of tuberculosis, etc. is of little awail while hot nitotime muse.—Queen Micotians——Prevail, dominate.

As to the initial steps, it sight be that a booklet, for the masses, compact and comprehently, would pave the way to desired ende. But who is the andern Moses to lead humanity out or this hot nictine fune wilderness of ignorance and slavery, disease and death! He must be homest and fearless and objective in the compact of the compact

In the sincere hope that my appeal herewith for the common good will not be in fain, I am

yours, etc.

Ralter B. Kennedy

Edison General File Series 1912. Clubs and Societies (E-12-29)

This folder contains correspondence and other documents relating to Edison's membership in, and activities on behalf of, social clube, professional societies, political groups, and civic organizations. There are also appeals from chanitable organizations and a few letters concerning the purchase of professional and other publications for Edison. Among the documents for 1912 are solicitations and other correspondence pertaining to the Deutsches Museum, the Luther Burbank Society, the New Jersey Chamber of Commerce, and the Technology Club of New York. The correspondents include longitime Edison associate Thomas Commerford Martin and George W, Kittedge, chief engineer of the New York Central & Hudson River Railroad Co.

Less than 10 percent of the documents have been selected. The following categories of documents have not been selected: requests for Edison's autograph or signature, including its reproduction; form letters and other routine correspondence regarding meetings and activities; invitations, and other requests that Edison either declined or did not acknowledge; invitations for which no substantive response has been found; correspondence from organizations in which Edison was not involved; published proceedings and or printed circulars; and duplicates.

NewYork Central&Hutson RiverR.R.Cc Guand Central Terminal, Jennery 10th., 1912.

My dear Mr. Edison:

With reference once more to the Technology

Club Dinner to be held at the Knickerhocker Hotel on Saturday evening, January 13th: If you will let me know at what time you will

arrive in New York, and at what ferry, I shall be glad to arrange to have a taxi meet you at the ferry, or I shall be glad to meet you at the Knickerbocker Hotel at any hour that you may designate.

If you will have your Secretary drop me a note as to just what your pleasure is in this matter, I shall be very

Geowhanes

glad to make arrangments accordingly.

Yours very truly,

Mr. Thomas A. Edison,

Orange, N. J.

Clarks - Technology link

GRAND CENTRAL DEPOT.

January 19th., 1912.

My dear Mr. Edison:

I want to thomk you very much for the pleasure you gave us all in coming to the Technology Banquet at the Knickerbocker Hotel last Saturday, the 13th instant.

I regret very much that you could not have heard Mr. Cilbert Burgees's remerks in regard to you and some of your former inventions, and I om trying to get a stenographic copy of them in order that you way read them.

Your presence was the crowning event of the evening, and I have heard on all sides expressions of great gratification that you honored us with your visit.

Again thanking you, I am,

Yours very truly,

Geowhang

Mr. Thomas Edison,

Orange, N. J.

SESCUTIVE COMMITTEE Honorary Chaleman Honorary Vice-Chaleman THEODORE E. HURTON L HORACE MCFARLAND Chairman SONN A STEWART Vice-Chalman THEODORS MARBURG

WILLIAM H. SHORT

Chulo National Committee

Celebration of the One Hundredth Annihersary of Beace

Among English Speaking Beoples

Chairman WILLIAM C. DEMOREST Chalman IOR R. HEDGES ORDANIZATION

Chairman Chaleman

EVENSON JOSEPH H. CHOATE ALTON B. PARKER

5ff Church Street, New Yorl March 1st, 1912.

Hon. Thomas A. Edison.

West Orange. liow Jersey.

My dear Mr. Edison: -

Sometime ago I had the honor to invite

you to become a member of this Committee which is being organized to celebrate the one hundredth anniversary of the signing of the Creaty of Ghent. As no response has been received from you I assume that the Committee's communication was either lost or unconsciously overlooked. Won't you permit me again to bring the matter to your attention?

The enclosed pamphlet will enlighten you as to our objects and plans in view,

Your acceptance imposes no obligation upon you excepting that which you may voluntarily devote to our cause, and there are, moreover, no dues or charges of any kind other than those voluntarily contributed.

Won't you have the good nature to reply

at an early date, and oblige,

J.S.C.

One Hundredth Anniversary of Peace

English Speaking Peoples

A General Prospectus of the Plan and Purpose of the National Committee for Its Celebration فعلمال

AMERICAN BREEDERS' ASSOCIATION-EUGENICS SECTION

EUGENIOS RECORD OFFICE

H. H. LAUGHLIN

man (W)

COLD SPRING HARBOR, LONG ISLAND, N.

March 28, 1912.

Mr. Thomas A. Edison,

Orange, New Jersey.

My dear Sir:-

Some months ago I sent you copies of our records be to family traits. Your secretary, Mr. Miller, replied that you were interested and that you might some time find time to fill out the records.

We have just devised another system for recording traits, and I beg to inquire whether you will give me an interview some time within the next to or three weeks. I can secure the essential facts in less than one hour's time. We want to know how the factors contributing to the inventive instinct behave in heredity. The data secured from this interview will not be used in newspaper cricles, but we shall want to use it in our bulletims and reports on heredity.

We shall very much appreciate your cooperation.

Very truly yours,

HALough

ALLIANCE FRANÇAISE

LLIANCE FRANÇAISE DE NEW YORK T. TILESTON WELLS, President
4. Cedus Sirvest
PAUL Presidents in Street
PAUL Presidents in Street
McDOUGALL PLANKES, I. East Stat Street
CHARLES MORAN, 68, WILLIAM SIRVES
DANIEL JORDAN, Trésoler
Colombia University
LUCIEN L. BONHEUR, Beerélaire
18, Leat Stils Street

NEW YORK, LE. April 1st, 1912.

My Dear Mr. Edison:

I thought it might interest you to have your attention called to the recent Bulletin of the Alliance Prangaise, in which your election to membership in referred to.

Yours very truly,

TO

Thomas A. Edison, Esq., Orange, N.J. THE ASSOCIATED PRESS OF THE AS

The joint annual dinner of The Associated Press and the Amorican Howspaper Publishers' Association will take place on the evening of April 25th at the Waldorf-Astoria. Speaking for myself and also for the committee of arrangements, we are most anxious that you should be present as the chief guest of honor. I know perfectly well your dislike for public speaking, and if you desire it you will not be asked to say a word. There will be present seven hundred editors of the leading newspapers of the country, and we are anxious to pay you a well-deserved tribute. Some of us feel that an ounce of epitaph while a man is living is worth a good many pounds after he is dead.

I mailed you a formal invitation some days ago, and this is only a word to emphasiz it. I should be greatly gratified at your ac coptance.

With all good wishes, I am,

Sincerely yours,

Thomas A. Edison, Esq.,
Llewellyn Park, Orango, N. J.

Jelegram - Postal -

Ed. Jan. me

Aprie 24, 1912.

Samuel Insule 120 West Hoams St, Chicago, sees.

Mrs Edison wishes me ask you how many places are reserved for her in galley Associated Praco

W. H. Meadoweroft

(Hul) National Woman's Christian Temperance Union MAY 2.1 Reca Home address - 1 Holland Gerrace, In Day I would LIGS-TRIBUNE BUILDING, NEW YORK May 18. 1912. Thomas a Edison of Minn Dear Sir; Is Chairman of a Committee which includes his Duna, a Gordon who accome nied miss Frances & Millard, our former president on a visit & you some fears of Jam deeply interested in the perfection of educational films, for use in a Scientific Temperance Instruction is sehools. hortant to have its buther practically illustrated by mo gurs stevens the present president of the national Momans Christian Temperance nanoun, and miss Gordon, Wice - Presiden have requested me to call upon you if possible, and explain precisely what ation is trying to our appreciation Temperance films, we will be glad to use our influence with every Board of educati of have them used in the schoole This, plan of tracking will make hard thetay a thing of the polit; instead the children hall look forward with delight to the grasping of every subject, a Def aghreable to you, I will gladly call upon you at your earliest combined hot forgetting that your ting is motherly if you will so facor me by n time and Jalace. Respectfully yours. Pritehard.

Chelo

THE NEW YORK ASSOCIATION FOR THE BLIND

			DR. JOHN SHAW BILLINGS MIL ROBERT W. 4: FOREST	
DR. JOHN H. FINLEY MISS IS	ELEN KELLER DR. F.	PARK LEWIS DR. JOHN SHAW BIL	ALINOS MIC HOBERT W. OF FOREST	
MR. HOWARD HAYNE MRR. EDWARD RINGWO MR. ELLWOOD HEADRICS MIRR WINIFRED HOLD	OD HEWITT	RECUTIVE COMMITTEE MR. WILLARD V. KING DR. HATMOND C. KNOX MIR. BETH LOW	MR. WARREN A. MATOU MR. EILEN P. MORFORD SIR. CHARLES HOWARD STRONG	
DR. FELIX ADLER MR. EDWARD E. ALLEN MIS, JOSEPH COLT BLOODGOOD MR. O. H. BURRITY DR. LEWIS CARLL	HON, JOHEPH H, CHOA HON, SMITH ELY ARCHIMHOP PARLEY RT, REV, DAVID H, GI DR, EDWARD M, HART	HON, RIWARD F. SURES DIL ARNOLD KNAPP REER MRS. ANNIE BULLIVAN MACT WELL DR. WILLIAM H. MAXWELL	DR. ROHERT C. MOON DR. CHARLES H. PARKHURST MR. J. HAMPDEN ROBB MISS LOUISA LES SCHUYLER MISS LIAIAN D. WALD MRR. WILLIAM ZUKOLER	
MIL	TREASURER WILLARD V. KING	SEGRETAR MISS WINIFRED		

118 EAST FIFTY-NINTH STREET

May 21, 1912

miguettolt.

PRIONE PLAZA 532

Dear Mr. Edison:

On behalf of my wards and the Association, please accept most hearty thanks for your welcome gift of a beautiful new phonograph. The first person to use it am an intelligent xmn who was suddenly blinded five years ago, and sho, through the Association, is rapidly becoming again a practical business

who, through the association, is rapally revenue, equal a fretical besidence and. He writes gleefully about your now machines could partially realize, the deep sense of gratitude I porsonally feel for the timely and generous gift. I have but poorly expressed my thanks, but trust you will see the intent of sightless grateful man whose gloom has been leasened and whe fancies he sees the new path which has been could be for the factor of the old one stick has been clouds."

I shall persist in the hope that we may yet have the pleasure of welcoming you to this Lighthouse, and showing you one efforts to find light through sork for the blind who have been so greatly assisted by your generosity.

Thomas A. Edison, Esq. Llewellyn Park, Orange, M.J.

NATIONAL HIGHWAYS PROTECTIVE SOCIETY 46 EAST TWENTY-NINTH STREET

NEW YORK CITY

May 25th, 1912.

MEADOW, CROFT.

Thomas A. Edison, Bayre, Juice accuracy

Bast Orange, N. J.

Dear Sir: - theel & never year of

As you have been a generous contributor to the National Highways Protective Society which is now in the fourth year of its existence, you will be interested in the enclosed report of the increased scope of the Society's work, which includes Playgrounds; Children's Farm Garden; Railroad Grade Crossing Elim-

ination: the doing away with Obnoxious Signs and Advertisements on the highways, etc. All the above in addition to its safe-guarding the highway, means more work and expense.

If you would assist us by interesting your friends so that they will become members, it will be appreciated.

Edws boinell



en ut popular love scord to am He of det to of the 20 11 4 we reached us - 4 me orces ble recognition hat the place and The sal or our cooks will be and Fish Land respect library to a

our 1711 report is furtiched.

St. Mocrass to abreat leven to me
rabbee than is the expression.

Mullith.

Exclusionals.

Club FIFTH INTERNATIONAL CONGRESS

of CHAMBERS of COMMERCE

To be held in Boston, Massachusetts, September 24 to 28, 1912

GENERAL ORGANIZING

MENDON OF T

June 13, 1912.

Mr. Thomas A. Edison.

East Orange, N. J.

Dear Sir:

On behalf of the Executive Committee on on behalf of the Executive Committee on arrangements for the forthcoming international Congress of Chambers of Commerce, it is my privilege and pleasure to invite you to allow the use of your name as one of the American Honorary Committee. There will be no duties whatever devolve upon you.

I take pleasure in enclosing an advance proof of a list of the American Honorary Committee up to date, and we are continually adding to it. Therefore, may I not have the pleasure of your acceptance?

> Very truly yours, George S. Smith

> > Chairman, American Executive Committee.

GSS:NLB

Enclosure.

Clubs

FIFTH INTERNATIONAL CONGRESS # CHAMBERS # COMMERCE

To be held in Boston, Massachusetts, September 24 to 28, 1912

Office of GENERAL ORGANIZING COMMITTEE BOSTON CHAMBER OF COMMERCE



' JUN 22 1912

June 21, 1912.

Mr. Thomas A. Edison, Orange, New Jersey.

....

Dear Sir: V

fication upon your acceptance as a member of the American Honorary Committee for the forthcoming International Congress of Chambers of Commerce, and to sincerely hope that you may be able to attend.

Yours very truly.

Chairman, American Executive Committee.

George S. Smith

OODINIA COOO

GSS:RAF



PETTINGELL-ANDREWS COMPANY

ELECTRICAL MERCHANDISE BOSTON

Thomas A. Edison, Esq.

Hew York, H. Y.

Dear Sir:-

The first concerted movement among electric light commanies, contractors, dealers, manufacturers and agents,

to broaden the scope of, and increase the use of electricity, was begun this week, when, at a meeting of representatives of various branches of the electric industry, at the House of Edison Light, South Framingham, Mass., the Electric Development Association was formed.

The purpose of this Association is to extend the sale of electrically operated appliances and apparatus, to promote and proserve a fellowship and lively co-operation among the various branches of the business, and to develop the electrical field.

It was the expressed wish of the officers, and active members of the Association that you should be affiliated with the organization: and I was instructed to extend to you a cordial invitation to become a member of the Advisory Board, assuring you that we should deeply appreciate the honor of your acceptance.

Frank hice President.

For Electric Development Association.

Franch 9	Penévolént Society
	WEST 34th STREET
130723	WEST, SHE STREET
Receipt of your con	tribution \$5 - to the
Festiva Juli	
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Relvin Demorial fund.

12. DARTMOUTH STREET.

Westminster, S.W.

6 ang, 1912.

The Honorary Treasurer begs leave to acknowledge, with thanks, on behalf of the Committee Mr. Edison's donation, for which a receipt is enclosed.

333

Kelvin Memorial Fund

6 ang 1012

Received from Thomas a Edison Esq. the sum of four founds 1/4

as a contribution to the above-mentioned Fund.

M.T. Fudsberg
Hosomy Treasure

(lubs

DEUTSCHES MUSEUM

VON MEISTERWERKEN DER NATURWISSENSCHAFT UND TECHNIK.

6316

Vonte vendor

Levellyn Park

Dear Sir .

We beg leave to inform you that you have been elected a member of the Board of Directors of the German Museum by the unanimous vote of our Executive Committee .

We take the liberty of transmitting to you enclosed the certificate of this election and embrace the opportunity to express our satisfaction that you have entered into closer connection with the efforts of our Museum as a member of its Board .

With the expression of our high consideration ,

Very respectfully yours Deutsches Museum

North. o. Wiew.

Alub - New system Chamber of Econom Dear Mr. miller: The attached papers wice explain themselves. Wile you kindly have the letter typewritten before showing the papers to Mr. Edison. If he signs it, will you please have it mailed on monday. I presume m. Hertalison has explained to you about my wife. I am glad to be able to say that she is progressing favorably. With lains regards, I remain Seps 7/12

clubs

accepted an invitation to become a member of the Brganization Committee of the Brganization Committee of the Breary State Gamber of Commorce.

They new wish you to act as a delegate at the big masting of the International Congress of Chambers of Commerce at Boston, September 24 - 28. Of course, I know you would not consent to do that, but as they are to have a large time at the opening of the Boston.

Softender and as you may have consented for all for a large time at the opening of the Boston.

Consented for all knows to be in Boston on that occasion, I have

drafted a letter for your approval

Mr. Edison:

and signature, if OK. It ought to be mailed on Monday.

I am gead to be able to say that my unifor continues to make satisfactory progress.

Walterdownessty

Lept. 7, 1912

2

Mr. Charles F. H. Johnson Secretary , New Jersey State Chamber of Commerce Passaic, n. J. Dear Sci: I beg to acknowledge receips of your favor of the 5th mistant in which you counteously extend an invitation to me to act as a delegate to the International Congress of Chambers of Commune, to be held at Boston, September 24-28. Waile I greatly appreciate the honor you do me in coolending this invitation, I would say that it will not be possible for me to accept . For many weater past I have been working days and

nights on some difficult problems and there around book about four hours along a most yet through. Consequently, it was not of the question for me to undertake any other matters at this time, as I cannot consecutively would not wish to divert my attention from present work.

It is barely possible that I may seen on to Boston for a day and the opening of the Eachical Show on the 28th without. If so, to through the possible that I may have the pleasure of meeting some of the delegates at that time.

yours very buly,

. Ambre

ORGANIZATION COMMITTEE OF THE

NEW JERSEY STATE CHAMBER OF COMMERCE

OFFICE OF SECRETARY Organization Committee

Passaic, N. J., Sept. 11, 1912.

..... How, Goo, N. Sugin, Mayor, Victor L. Mason, Pres. Board of Trade. Pres. Passalo Trust & Safe Deposit Co. NTHUR S. CORRIN,
V. P. Guarantee Mertgage
& Title Ins. Co. is. P. H. Jounson, cc. Beard of Trade P. Rewland, Shaft chuson, Inc. consect, for. Pres. Campbell Morrell NAM BBIINGMICK io. A. Virtiman, Pres. New Brunswick Fire Ins. Co., Middlesex Title Ins. & Trust Co. HENNY G. PARKER, Pres. National Book of New Jersey. P. M. Yonston, Sec. Board of Trade. ELIZABETH ALTRED A. STEIN, N. R. LEAVITT. FRANK L. DEVENE, Sec. Deard of Trade ELIZABETHPORT CHAS. D. DOCTOR, Elizabethport Banking Co. BAHWAY

IANK A. SMITH, V. P. Rahway National DAYONNE PROBLET VAN BUSKERE, Pres. Mechanics Trust Co.

CAMDEN . Wilczes, lekes, Martin 4 lekes Co. TRENTON Hos. Franck P. Dockelay, Mayor.

W. A. K. Bugness, Pres. Chamber of Com-CHAS. H. INGERSOLL, J. P. TATTERSALL, C. A. METEGER, Sec. Board of Trade.

BOUND BROOK GRO. B. CORRA, Real Estate.

Mr. Thomas A. Edison, West Orange, N. J.

My dear Sir:

At a meeting of the newly elected trustees of the New Jersey State Chamber of Commerce held yesterday aftercnameer of commerce held yesterday after-moon at the Down Town Club, in Jersey City it was very much desired by those present that you be elected as one of the first Vice-Presidents of the organization.

You were therefore unanimously chosen to that office, and I take great pleasure in advising you of this action and venture the hope that you will honor the Chamber of Commerce by accepting. No official responsibilities or labor is expected of you by the trustees, so that the office will not be in any sense a burden.

Your letter of the 9th inst. received, and I sincerely trust you may be read to show, able, if you attend the Electrical Show, also to Mean the short of the short o to look in on the International Congress at Boston. You were named as a delegate in any event, and credentials will be sent for use in case you go.

Secretary

Very truly young

Organization Committee ROMERVILLE

R. C. JEFFCOTT, V. P. Cett-a-Laro Co. BLAINEISI D GRO. L. BARCOTE,
Treas. Spicer Mfg. Co.,
Pres. Chamber of Commerce.
Hox. W. A. Contention,
Counsellor at Law.

MIDGEWOOD HOSEWOOD Hos. Convenies Donesius, Pres. Ridgescod Trist Co. P. I. Hoven, Ridgescod Development

PATERSON Hox, ANDREW F. McBridg,

Mayee.

GRANT Surp.

Pres. The Sipp Machine
Co., Pres. Board of Trade .co., rres. Board of Trade M. H. Erlenbouen, M. H. Ellenbouen & Sons. Jone J. Firzgunals. Scc. Board of Trade. TRESERV CIAN

GEO. STRATTORD,
Pres. Geo. Stratford Oak-um Co., Pres. Board of Trude. THOS. J. MALONNY, Pres. P. Larrillard Co. Victor Gameriti, Treas. Franci-American Food Co.

GEO. R. BEACH, Countellor at Law, BUTHERFORD DANIEL G. Goss, Real Estate. NUTLEY

WM. A. LAMBERT, Pros. Nutley Realty Co. ATHENIA E. M. Bartt, Athenia fittel Co. FREEHOLD Angeion Dyen, Pres. Louret Rebber Co.

NEWARK Jonn P. CLARK, Mgr. American Surety Co. A. Backenton Surety Co. A. Backenton, Pres. Iron Bound Trust Co. PETER CAMPBELL, Treas. Naira Linoleun

Co. W. LUBHEAR, Pres. No. Ward National JAR. M. REILLY, See, Board of Trade

AMPERE L. BROWNELL, Tress. Crocker-Wheeler Electric Co. WESTFIELD

J. E. GALLAGHER, Pres. Peoples Bank.

CFHJ/LT.

Chelo

ORGANIZATION COMMITTEE

NEW JERSEY STATE CHAMBER OF COMMERCE

OFFICE OF SECRETARY

Passaic, M. J., Wept. 18th 1918.

Grauniyation Committee

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Organization Committee
                                                                                                                                                                                                                                BOMERVILLE
                                                  Mr. Thomas A. Edison.
               PARRAIO
                                                                                                                                                                                                                          C. JEFFCOTT,
V. P. Cott-n-Lapp Co.
PASSAIC
Hom. Gro. N. Sectes,
Navor.
                                                    c/o Edison Laboratory,
                                                                                                                                                                                                                                 DI AIMEIEL D
Victor L. Mason,
Pres. Board of Trade.
                                                                                                                                                                                                                          o. L. Bancock,
Treas. Spiorr Mfg. Co..
Pres. Chamber of Com-
    mann J. Scotzs.
Pres. Passalo Trust & West Orango, R. J.
Sato Demosit Co.
                                                                                                                                                                                                                     Hox. W. A. Coodington,
Asrum S. Connes,
V. P. Gunrantee Mortgage | Dear Sir:
                                                                                                                                                                                                                                 BIDGEWOOD
                                                                                                                                                                                                                    How. Countilius Donnius,
Pres. Ridgewood Trust Co.
CHAR. P. H. JOHNSON,
Sec. Beard of Trade and
V. P. Rewland, Shafts &
Johnson, Inc.
                                                                                     It gives me the greatest pleasure
                                                                                                                                                                                                                    P. J. Hoven,
Ridgewood Development
    common B. Know, Pres. Merchants Bank of to inform you that, at the neeting of the
                                                                                                                                                                                                                                   PATERSON
                                                                                                                                                                                                                               ANDREW F. McBaine,
    Press Campbell Marrell thew Jersey State Chamber of Commerce, held
      NEW BRUNSWICK
    new sourcement.

Oh. A Visitins.

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tresponding
                                                                                                                                                                                                                                 JERSEY CITY
                                                                                                                                                                                                                     GEO. STEATFORD.
Pres. Geo. Stratford Cak-
um Co., Pres. Board of
Trade.
Times. J. Malonity.
Pres. P. Lorrillard Co.
  Henry G. Paners,
Pres. National Bank of ation.
New Jersey.
                                                                  In the name of the Urcanization Com-
                                                                                                                                                                                                                      Victor Gamette,
Trees. Prento-American
Pool Co.
     M. Yousron,
Sec. Board of Trade.
              ELIZABETH
                                                                                                                                                                                                                      FRANK M. STRYKNS,
Aide to the Mayor.
         ALPED A. STEIN,
                                                    mittee, I wish to convey to you their sin-
                                                                                                                                                                                                                      Gno. R. Bracit,
Connector at Law.
 N. R. LEAVITT.
Counseller-at-Law.
Frank L. Devine,
Sec. Hoard of Trade.
                                                    core appreciation of your prior acceptance
                                                                                                                                                                                                                                DUTHERFORD
                                                                                                                                                                                                                      DANTEL G. GOSS,
Real Estate.
        #117ABETHROOT
                                                    of the porition which has already been of
                                                                                                                                                                                                                                       NUTLEY
  Catag. D. Doctor.
Elizabethport Banking Co.
                                                                                                                                                                                                                      WM. A. LAMBERT,
Pres. Nutley Realty Co.
                HAHWAY
                                                    very material assistance in the furtherance
                                                                                                                                                                                                                                     ATHENIA
   PANK A. SMITH,
V. P. Rahway National
Bank.
                                                                                                                                                                                                                      E. M. DATH.
Athenia Steel Co
                                                    of the Committee's work.
               BAYONNE
                                                                                                                                                                                                                       ARTHUR DYES,
Pres. Laurel Rubber Co.
 DeWitt Van Buskink,
Pres. Mechanics Trust Co.
                                                                   with sincere best wishes for the Sature
                                                                                                                                                                                                                                       NEWARK
                                                                                                                                                                                                                      JOHN P. CLARK,
Mer. American Servity Co.
                CAMDEN
      mp, Wilciens,
Wilekes, Martin
Wilekes Co.
                                           * of the state chamber.
                                                                                                                                                                                                                      J. A. BACHELARS,
Pres. Iron Bound Trust
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           FRED'S P. DONNELLY,
     A. K. Busser,
Pres. Chamber of Con-
merco.
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Pres. No. Ward National
Bank.
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Sec. Board of Trade
  CHAR. II. INDERSOLL,
Ingersoll Watch Co.
      P. TATTERBALL,
Tettersall Coal Co
                                                                                                                                                                                                                                       AMPERE
                                                                                                                                                                                                                                   BROWNELL,
as. Crocker-Wheeler
cirio Co.
  C. A. METZGER,
Sec. Board of Trade,
                                                                                                                                                                                                                                 WESTFIELD
           BOUND BROOK
                                                                                                                                                                                                                       J. E. GALLAGHER,
Pres. Proples Bank.
  Gro. B. Conna,
Brest Retate.
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Ed. Friends

Cable Address, "Remmah, New York"

WILLIAM J. HAMMER

CONSULTING ELECTRICAL ENGINEER 153 WEST 46th STREET

119مس

New York, Dept. 15th. 1912

An Thomas a. Edwing. Crange. New John My dear Mr. Edwin . YES

Dill you knidly pennil- me to man your distriguished have so one of my englosses in connection milemy application for transfer to the grade of "Fellow" of his A. J. E. E. and gradly obligi !

Your's very truly.

scope of electrical antisconent, one maturally turns the mind back to these more in the early days beened large as important and impressive personalities in the working out of the initial prob-lems that askeed in our great industrial conquest. Among these who had much to do with placing upon a sub-cantial footing the earlies of the Octavital transparence and who totaly is lapping in the rewards which have coust to those who labared thus diligently, is William J. Hammer, the subject of this sketch.
William Joseph Hammer, son of upon the present William J. Hammer. greathess

Joseph Hammer, son of lexander and Martha A.

which will be the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service of the service about the service of the service about the service about the service of the service of the service of the service of the service of the Weston of Newton of Newt When you want the state of the an assistant to Thomas A.
Edison at his laboratory at
Menlo Park, N. J. He was
engaged with Mr. Edison on
its telephone work, electricrailway, and the general work
going on at the laboratory, but

for incandescent electric light-ing established in the world (started up Jan, 12, 1882). The New York Edison station

anismed a bear in the same summed as a second the spinnisms of a second as second the spinnisms of a second as second the spinnisms of a second as second the spinnisms of a second as second the spinnisms of a second as second the spinnisms of a second as second the spinnisms of a second as spinnisms of a second as second the spinnisms of a second as second the spinnisms of a second as second the spinnisms of a second as second the spinnisms of a second as second the spinnisms of a second as se

accasion to visit abroad frequently on behalf of his elients, and has been a delindependently established in New York as a consulting engineer. He has had egate representing the United States and national engineering organizations at e su Inter the Second confidential assistant to the prevision of the parent Edono compara, and was an interpretation of the parent Edono to word the first executive of the Septime to Secondary Secondar the full of 1884, when he took charge of Mr. Edison's personal interests and eight other Edison interests at the Franklin Institute Electrical Exhibition.

intunted requestring exponents on the order United, New York Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Penaltin Intellectual Committee of the Intellectual Intellectual Committee of the

[ATTACHMENT/ENCLOSURE]

attentionary America, reway, "Arrakin Experimental Club, He is a Pellow of the A. A. A. S., and a member of the American Physical Society, in glamping and physical Society, and physical Society, and ing Empirical societies, and insecuted societies, and insecuted

As at that contributed many articles to the scientific and popular mess and en-sychopedias, and has lectured upon many scientific subjects. His principal pub-tished work is entitled "Radium and

Arenauties Committee, He was a neon-ber of the committee appointed to organ-tee the International Exercised Congress at St. Louis in 1964, a member of the departmental jury, and eductment of the lay on telegraphy, telephone and wire-less at that time.

He has contributed many articles to the has contributed many articles to

centricia and incentricia and Jamestown Exposition International Aeronautical Congress of 1907 he was clasirman of the general committee, and during the Hudson-Futton Gelebration of 1909 was severany and expert for the Aeronautics Committee. It was a non-



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Couls Exertent Exciting

Mr. Edison:

Here is a further report from Overed foot about the Luther

Burbank Society.

Sending the subscription at \$10 a

month until 4150 is paid up.

nov 5/12

100

TELEPHONES 418 CONTLAND

Proudfoot's Commercial Agency

SINGER BUILDING

NEW YORK CITY NOV. 4/12.

Hon. Thomas A. Edison, Orange, N. J.

Dear Sir:-

COMPT DESIGNAT.

From a Santa Rosa correspondent: -

"'The Luther Burban Society' is located in Santa Rosa, Cal. It is incorporated but has no capital stock. There is a Luther Burbank Corporation publishing books and exploiting Burbank creations but it is entirely distinct from 'The Luther Burban Society.'

Luther Burbank is interested in 'The Luther Burbank Society'. Re is its Fres't. The membership in 'The Luther Burbank Society' is limited to 500 members - the membership fee is \$150. The purpose of 'The Luther Burbank Society' is to disseminate the knowledge and scientific development of Luther Burbank to the end that those who need such knowledge may receive the benefit of it. 'The Luther Burbank Society' has the good wishes and friendship of Luther Burbank.

I think as to the first 100 members it was the wish of Mr. Burbank to have the most useful persons that could be obtained and also that these might be distributed over the country - that is the most I can say as to the first 100 members - I have not asked Mr. Burbank to explain his attitude with regard to the first 100 members. The Secretary does not seem to understand about that - A few more members are acceptable - No special effort has been put forth to set members."

Yours truly.

PROUDECOT'S COMMERCIAL AGENCY.

Chips.



The Littley Lindquik Switch

ME BOOM C

SANTA ROSA, CALIFORNIA.

Thomas A. Edison, Esq. Orange, New Jersey

My Dear Mr. Edison:

Within this package you will find your certificate of membership in The Luther Burbank Society. For your convenience these credentials have been made up in the form of a wallet.

In one of the pockets of the wallet there are three courtesy cards, which please feel perfectly free to use in introducing your friends and acquaintanoss. When these three curtesy cards have been used, a request will bring as many more as you require.

You will be glad to know that the work of The Society is making rapid headway and that one by one the problems which originally confronted us are being solved.

One spect of the cork is the final revision of the assumerint. Online the average man, for example, her to produce better and larger crops - telling him simply - for immediate application. When a man is told to watch his radish hed for early identification, it is easy for him to understand and apply - without special education.

When he is further told to separate these identified radiables for seed, he will follow these instructions much sore readily for the service of the local service that these radiables are the earliest of the lot and that they, their seed separated and saved, will produce a crop ten days or two weeks carlier than the ordinary seed, and thus command a higher market price.

Every story and every subject in the Burbank Books is just as simple - and just as effectively told. The aim is to provide short-cuts instead of essays - interesting short-cuts suns always appeal to the majority and produce the maximum good.

PLEASE ADDRESS ALL COMMUNICATIONS INTENDED FOR THE SOCIETY TO SECRETARY, THE LUTHER SURBANK SOCIETY, BURBANK EXPERIMENT FARMS, SANTA ROSA, CAL.

And so on through practically every crop that is grown from the soil - from hay, grain and corn to nut and lumber trees from hedges and decorative borders to the most complex and beautifully tinted and scented flowers that Nature can be coaxed to give us.

In fact, as it is now being finally revised, this manuscript combines the most effective instruction that can be given with human interest so absorbing that to begin a chapter means to finish it without laying down the book.

The principal problems which have arisen for solution, however,

Early in the work it was seen that as much, or more, depends on the Illustrations as depends on the manuscript itself; and colors of the object. It was realized that the best forms for these books was to picture in actual colors every point discussed in the manuscript - and then, by means of twee puragraph capches the colors of the colors of the colors of the colors of the text, so that one who merely looked at the pictures and read their captions would get the value of the story.

Then this matter of oalor illustrations was taken up, the only process which could be vailed upon was to make oil paintings of the subject; and after nearly 100 of these were made it was from that while they could be reproduced faithfully, yet - spart from the excessive cost - the paintings themselves were faulty and colors seconsary to make clear the pointie of the summerful.

At that time color photography had not advanced to a point which made it possible even to consider it as a means. But, as if to prove the truth of the old axiom, necessity in this case became the nother of invention.

Finding that color photography, if perfected, would solve this problem - and solve it in a way that it could otherwise not be solved - we were able to bring color photography to the point of absolute perfection.

This done, the problem then arcse of devising a method of printing the books - for example, the paper stock to be used.

Whereas ordinary color reproductions of paintings might be printed right in the books, yet the use of color photographic prints almost necessitated mounting them into the books, as an ordinary black-and-white photograph is mounted on its cardboard

This brought up an entirely new paper stock problem which we were able to solve by getting special paper made - a paper of dull mat finish, restful in color, and ohemically pure so that the color prints would not be injured.

This stock was only decided on after several of the largest paper mills in America had made experiments, and we are now able to say that this problem is solved, and in a way which insures not only absolute permanence, but insures books that will be beautiful and wonderfully easy to read.

Also by adopting this method we can place the illustration at the exact point of its greatest efficiency in the manuscript, so that the writing and the illustrations op hand in hand without the necessity of turning forward and backward to find the illustration referred to.

And so on, in countless ways, it has been necessary to devise entirely new methods to meet the entirely new requirements of these Burbank Books. As will be seen, this work of experimentation has been costly -yet it has been absolutely necessary if Mr. Burbank's message is to be given to the world in the precise psychological way that will do the greatest good to the greatest number.

The work has been so costly, in fact, that - since The Society has no right to incur debts - the monthly due to the members would be sometime of the society

Under the rules of The Society it is not possible to offer any inducement for the full payment of a Life Membership in advance, any such payment in speces of morthly duce being entirely a matter of the member's discretion in the control of the co

Please sign your name three times in the places indicated on the attached folder. These original signatures will be superimposed upon the three scotles of Life Meshers; one of which in to be presented to lather Surband, the lather than the signature with the lather to be deposited in the lathery of Congress. I that lab glad to the deposited in the lathery of Congress. I that lab glad to the mind the proper time with a fac-simile of these original scrolls - without charge, if you will indicate upon the folder your desire the proper time with a fac-simile of these original scrolls - without charge, if you will indicate upon the folder, as those records are gathered, checked and entered by our bureau of statistics. After signing your mase in triplicate please return the folder flat in the accompanying self-addressed smootleps.

p. S. In the event that you desire to remit for your Life Membership in full, I beg to say that the total bal-ance is \$140.



The Lather Laudenth Surjety CHARTERED BY THE STATE OF CALIFORNIA HOLD TOP BOTH TO

November Fourteenth Nineteen-twelve SANTA ROSA, CALIFORNIA.

T. A. Edison, Esq. New York, N. Y.

My Dear Mr. Edison:

Next week Mr. Burbank will sign the individual autograph dedications which are to go into each Life Member's set of the Burbank Books.

Until ready to bind into the books, these signed dedications - engraved on parchment with the Life Momber's name ongrossed - will be placed in the Society's fire-proof vault where Mr. Burbank's priceless manuscripts are now kept.

It is necessary, therefore, to complete the final roll of Life Members. This Life Membership, being limited and assembled only by invitation, now invitations can not be issued until those who were originally invited have signified either their release or acceptance.

Some days ago you were invited to become a Life Member of The Luther Surbant Society upon recommendation of the Luther Furnan, the Association recommendation of the Luther Surbant Su

Not having heard from you, I beg to inquire your wishes with respect to that formal invitation.

Youry very truly,

P.S.—I am enclosing the story of how Luther Burbank turned the Iellow poppy Orizson, together with another membership document in case you have mislaid the one which went to you with the original invitation.

MEMBERSHIP ACCEPTANCE



"The expenditure of one hundred and eighty million dollars a year by the Federal Government, States and Educational Institutions for improving soil production has resulted in increasing the average acre yield three per cent in ten years. "The popular application of Luther Burbank's simple methods and discoveries is casable of increasing production to a much

meter extent without my expenditure of public front.

"The sim of The Lather Burback Sciency is to make in compiling and plating minute information upon fits. Burback's methods at a nominal cost—insignificant incompation with its predicting value—primarily direct into the hands of the many reducing value—primarily direct into the hands of the many reducing value—primarily direct into the hands of the many observable of the production of the companion of the formation primarile companion of the formation
The Luther Burbank Society is not organized for profit. The membership receipts make it possible not only to conduct its work, but to fully reimburse its members as well. The Burbank books and proofs which each member is entitled to receive, among other privileges, have a commercial and historic value greatly exceeding the cost of membership."

THE OLD LUTHER BURBANK HOMESTEAD
BURBANK EXPERIMENT FARMS
SANTA ROSA, CALIFORNIA

TO BY SIGNED BY LIFE MEMBER To the Location e,aiosaereary The Suther Burbank Societu

Santa Resa California I hereby accept the invitation to become

a Life Member of the Lither Burbank Society. Enclosed is \$100 application for and I agree to pay \$10% per month until \$50% the full membership fee has been haid

It is expressly understood and agreed that Lineur ne obligation or liability through becoming a Life Momber of this Society beyond the payment in full of the above membership for

And that without further payment er assessment Lam tele entitled to receive the privileges enumerated on the opposite page and made a part of this acceptance

Signed. 90 Address Pated_

If preferred, one or more monthly dues or the full amount of \$151. may be poid in full with this occupance. Checks should be made payable and mailed to The Luther Burbank floriety, Santa Resa, California. A duplicate of this necessance, for the members' files, will be farmished on request.

THE LUTHER BURBANK SOCIETY MEMBERS' PRIVILEGES

Each Life Member of The Luther Burbank Society is entitled to receive without cost other than the payment in full of the membership fee of The Society, the following:

- One complete twelve-volume set of the works of Luther Burbank set up, illustrated, printed and bound strictly for the Life Members of The Luther Burbank Soristy, to be delivered as published, and the delivery to be completed within factor months.
 - This energy Life Members' Edition is to contain:
 - A. Four more volumes of Luther Burbank's writings than is to be publicly offered in any regular edition to follow. R. Many special features which will not appear in any other editions.
 - D. reany opens tenures when we say opens in any other content.
 C. A Register of the Life Members of The Luther Burbank Society in recognition of their generous aid toward perpetuating Luther Burbanks records and thus making them available to the people.
 - banks records and this making them available to the people.

 J. The individual name of the Lill Member engressed upon a special title page dedication nanoprayled by Luther Sinchant.

 About twelve hundred fail-negar reproductions of direct color photographs, stoowing every total and variation with absolute trath to naster, made by a new protest perfection of the fail to the color of the color
 - In binding, fineness of paper and multicolor illustration this Life Members' Edition compares favorably with books selling at \$500, per set as so-called de luxe editions. The value of their contents is difficult to estimate.
- A complete set of the manuscript, as received from the printer's hands from time to time during the preparation of the week, in type proof form, single sheets, bound in loss leaf covers.
- corm, maps shrett, bound in boat leaf covers.

 The proof pages are designed for transpositing surgetules to the Septstry of The Bodyst for the guidapte of the Tenested to submit the
 configuration of the pages of the superior of the submit the
 configuration. But it is not bound to the st. The corrected page received
 by the Secretary will be superior of the submit the symthe Secrity will be a superior of the submit the symthe Secrity's editor.
- Proofs of direct color photographs showing Mr. Burbank's methods as well as his most useful and beautiful productions in their natural colors. There are suitable for framing or particlies.
- 4. Each member is to have the privilege of subscribing in triplicate to the second of the Seclety within well appear in the similated books. Of the second of the second to the Library of Congress and the third to be retained in the archives of The Seclety.
- A card of admission to the Luther Burbank Experiment Farms at Santa Rose and Sebastopel, which will entitle the member in person to the freedom of the grounds and a fell explanation of the experiments being carried on.
- 6. Six cards of introduction (renessable) which the member may issue in layor of acquaintances, so that they may easily the same privilege of importion under spitaration of the Burbank Experiment Yarra as would be exceeded the member himself. The cards are supplied in a convenient ispainter protect case.

The payment of the Life Membership Fee (\$151) in full, either in advance or in monthly payments, carries with it full paid Life

Membership without further dues or obligations. The privileges enumerated herein are made a part of the acceptance on the opposite page.

LIFE MEMBERS

```
Luther Burbank
Honeracy President
                                                    Gustave Pabat
Privat Brewing Company
Phoebe A. Hearst
Pleasanton, California
                                                    Heraco S. Oakley
William S. Tevis
Bakersfield, California
E. O. McCormick
V. P. Southern Pasific R. R.
                                                     Helen M. Gould
R. A. Crothers
Publisher, The Bulletin, San Fran-
cisto
                                                    John Burroughs
Naturalist
                                                     James J. Hill
Great Northern Railway
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                                                     Anthony N. Brady
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President, Postum Cereal Company
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                                                     John Wanamaker
 Dr. J. B. Murphy
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                                                     Hugh Chalmers
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                                                     John Muir
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  Edward G. Cowdery
Proofes Gas Light & Cole Company
                                                     Hugo De Vries
University of Amsterdam, Holland
  W. H. Metson
Attorney-at-Law, San Francisco
                                                      Jane Addama
Chicago
  Rollin D. Salisbury
Dean, University of Chicago
                                                      Frederick D. Underwood
President, Eric Rallroad Company
  P. T. Clay
Sherman, Clay & Company
  J. B. Pinkham
Vice-President, Evening Post
                                                      John R. McLean
Pahlister, Cincinnati Enquirer
   John P. Overton
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Rosa

Henry E. Huntington
President, Los Angeles Railway Co.
   Champ Clark
Speaker, House of Representatives
                                                      F. C. Havens
   John P. D. John
President Emeritus, De Pauw Uni-
versity
                                                      Hon. Honry A. Du Pont
U. S. Senator from Delaware
                                                       John Barneson
Ship Owner, San Francisco
   A. W. Foster
Fegent, University of California
Member Carnogic Peace Commission
                                                       Hon. Wm. Kent
Kentistid, California
   Edward D. White
                                                       Hon, Franklin K. Lane
Interstate Commerce Commission
    W. S. Palmer
Horthwestern Parific R. R. Co.
                                                      H. H. Windsor
Publisher, Popular Mechanics Mag-
azine
    Angus S. Hibbard
American Telephone & Telegraph
Company
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Inventors Guild

PROFESSIONAL COMMITTEE

O. Wassworth, Christman,
1347 Other Bide., Pittsburgh, Pa. BION J. ARNOLD, CHAS. S. BERGLEY, THOMAS A. EDISON,

President: Raph D. Messinon, 69 Maiden Lane, N. Y. and Vice-President: Caus. S. Bazatay, 41 Park Row, N. Y. and Vice-President: Joins F. Kelley, Pittsfield, Mass. Secretory: Trocket Rosses, 13 Park Row, N. Y. Tresserer: Hissay L. Dontary, 60 Well St., N. Y.

LEGISLATIVE COMMITTEE

II. WARD LEGIARS, Chairmon
Bronkville, N. Y.
BIOM J. ARMELO,
CHAS. S. BRADLEY,
HENRY L. DORERTY,

New York, November 29th, 1912

Thomas A. Edison. Esc..

Non Orangem New Jersey.

Dear Sir:-

I have your letter of the 27th inst. in which you endorse the name of Mr. C. W. Merrill as a proposed member of the Inventors Guild, and have forwarded same to Doctor Kelly of the Membership Committee for his attention.

Thanking you for your letter, I am,

Yours very truly,

SECRETARY.

INVENTORS GUILD.



A BIT OF HISTORY.

Greeting to Members :

The New York Press Club, organized by a few newspaper men possessed of an active fraternal spirit, has occupied temporary quarters in various places since it first met in a chamber of the City Hall in December, Eighteen Hundred and Seventy-two. Always, however discouraging its vicissitudes, it has advanced steadily toward a fixed goal-its own home.

Now, in Nineteen Hundred and Twelve, The New York Press Club is established, with every possible club comfort, in its own building at Number Twenty-one Spruce Street,

ENTERTAINMENT.

A list of the names of those who have in the past shared the hospitality of the Club would read like a roster of the world's greatest men. Distinguished events, of even greater significance, are scheduled for the immediate future. ANNOUNCEMENT.

Through an active membership campaign, authorized by a Resolution of the Board of Trustees introduced at their August meeting, the Press Club has added over three hundred most desirable names to its splendid list of associate members.

The president is happy to announce that the Club, in the last twelve months, has paid off more than \$10,000 of a floating debt incurred in past, just prior to, and in part after the erection of the new building. Interest on the real estate mortgages are paid up to June 7 last year and the cash in bank, with accounts due, equal the remaining indebtedness, except the mortgages.

AN APPEAL TO YOU.

You will find enclosed herewith one RED CIRCLE APPLICATION BLANK. Before January first, will you send it to the New York Press Club Membership Committee properly filled in and signed by one of your friends in your membership class? Terms: \$5.00 initiation fee and three months' dues for Active, and \$25.00 initiation and six months' dues for Associate Membership. Or, \$11.00 and \$37.00 respectively. Send check with application.

On next Saturday, December seventh, from 3 P. M. till the "wee sma' 'ours," there will be Open House at No. 21 Spruce Street. By all means drop in some time during the day. President-elect, Col. John Temple Graves, will be inducted into office at 4,30 P. M. The ceremony will be held in the Assembly chamber on the sixth floor

Cordially and fraternally yours, C. R. MACAULEY,

December 4, 1912.

NATIONAL ELECTRIC LIGHT ASSOCIATION

PRANK M. TAFF PERS CALL PIRST VICE-PR PHILADELPHIA PA II II SCOTT SENSO VICE-PRESIDES P COMMERPORD MARTIN SERS SHWALL ASSISTANT TO LINGS ASST HERETARY AND T STF W HURDSTF GENERAL C N ELLIOTT MARTIN OF TRAFFI T. H. Mendowcroft, Esq. Edison Laboratory

Orange, N. J.

Dear Mr. Mendoweroft:-

Medal, you will have noticed that the In regard to the Rathenau Electrical World had an illustrated description of it the other day. The news of the award will be made public in a week or two and the award will be made publicately with our three other gold medals at our annual meeting in this building on the effening of January 23rd. Our medals are usually presented in person, and of course we want Mr. Edison to be with us that evening. The cermonies will be brief, but in view of the fact that this is the first time the Rathenau Medal has been awarded in this country, it is the one to which most interest attaches. I would like to know if you will take this up with Mr. Edison and whether I ought to arrange with Mrs. Edison to bring him in, as I think she would also like to be present on such an occasion.

Thanking you in advance and with regards and best wishes for the

New Year.

Lowaytin

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